

OKLAHOMA TURNPIKE AUTHORITY



*COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE YEARS ENDED DECEMBER 31, 2017 & 2016*

A COMPONENT UNIT OF THE STATE OF OKLAHOMA



COMPLETED ROADWAY CONSTRUCTION

H. E. BAILEY TURNPIKE

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Years Ended December 31, 2017 and 2016



Oklahoma Turnpike Authority

A Component Unit of the State of Oklahoma

Oklahoma City, Oklahoma

Prepared by the Controller Division

About the OKLAHOMA TURNPIKE AUTHORITY

The Oklahoma Turnpike Authority (OTA) is an instrumentality of the State of Oklahoma created by the State Legislature by statute in 1947 for the purpose of constructing, operating and maintaining the Turner Turnpike. In 1953, the original purpose was statutorily redefined to allow the construction of additional turnpikes and to change the Authority's membership to include a representative from each of six Oklahoma districts specifically defined in the OTA's bylaws and Oklahoma Statute. These changes were ratified by a statewide referendum in January 1954.

The Oklahoma State Legislature has the exclusive right to authorize turnpike routes. Subsequently, the OTA has the responsibility to complete engineering and economic feasibility analyses of the authorized routes before any turnpike can be constructed.

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission.

All OTA debt is issued in accordance with the Trust Agreement dated February 1, 1989, as amended. Since inception, the OTA has provided essential, convenient, cost effective and safe roadways to its patrons.

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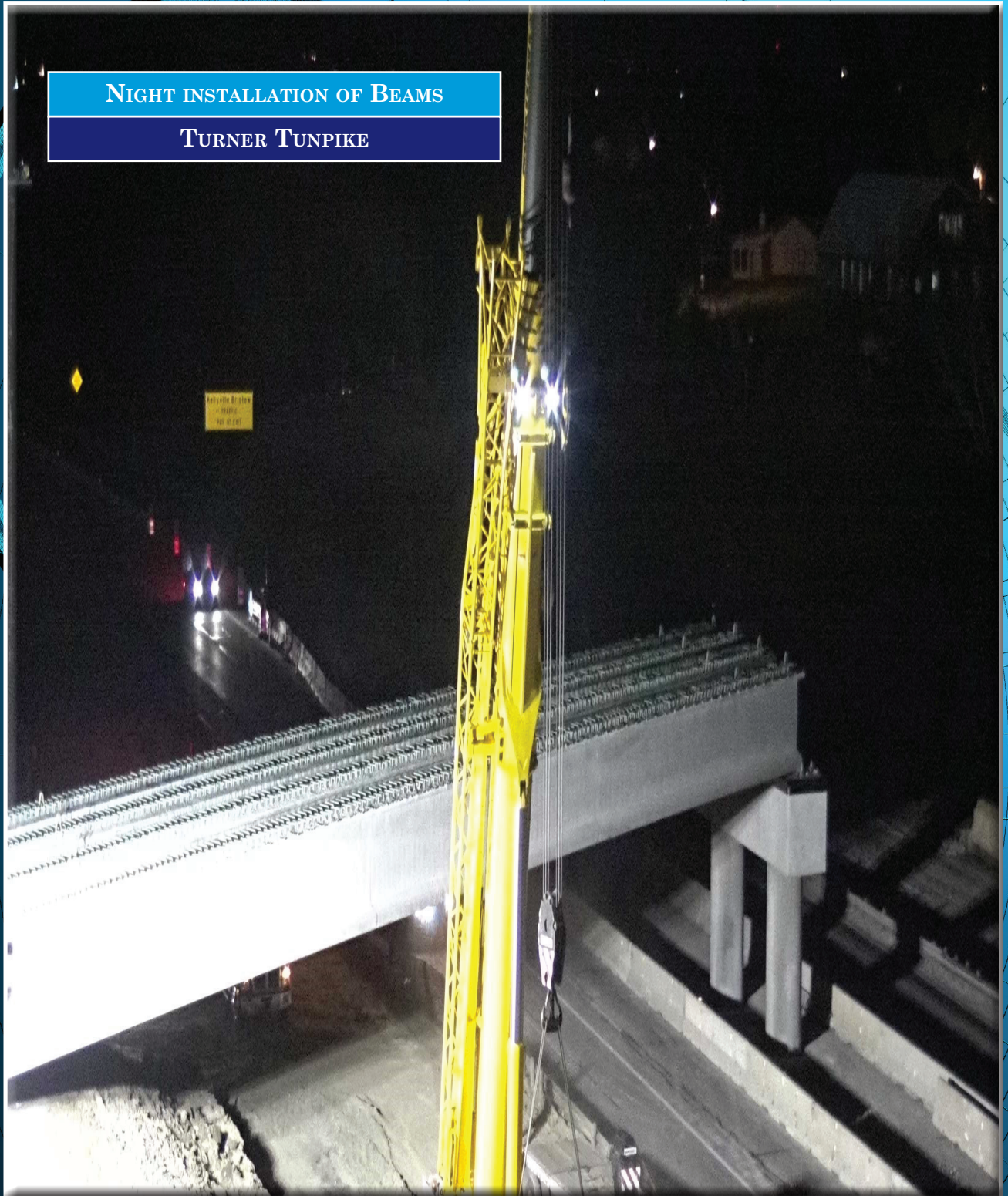


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April 30, 2018

To the Honorable Mary Fallin, Governor
Oklahoma Turnpike Bondholders and
Citizens of the State of Oklahoma

On behalf of the Oklahoma Turnpike Authority (OTA), we are pleased to transmit this comprehensive annual financial report (CAFR) for the year ended December 31, 2017. The Controller Division has prepared this CAFR in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA.

Management of the OTA is responsible for the establishment and maintenance of internal accounting controls that have been designed to ensure assets are safeguarded and financial transactions are properly recorded and adequately documented. Such internal controls require estimates and judgments from management so that, in attaining reasonable assurance as to the adequacy of such controls, the cost does not outweigh the achieved benefit. We have established an internal control structure designed to achieve these financial objectives. We believe that the data, as presented, is accurate in all material respects and that it presents fairly the financial position and results of the OTA's operations.

An audit of the financial statements has been performed in accordance with generally accepted auditing standards in compliance with the requirements of Section 711 of the OTA's Trust Agreement dated February 1, 1989, as amended (the Trust Agreement). The required audit has been performed for the year ended December 31, 2017, by the OTA's independent auditors, Grant Thornton LLP. Their report is included in the Financial Section of the CAFR. The Financial Section also includes Management's Discussion and Analysis which provides an overview and brief analysis of the basic financial statements. Readers are encouraged to review this information.

PROFILE OF THE OKLAHOMA TURNPIKE AUTHORITY

The OTA is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic, created by statute in 1947 to provide an alternative means of constructing necessary State roadways without further straining limited State highway funds. The OTA is authorized to construct, maintain, repair and operate the Turnpike System, which presently consists of ten turnpikes covering approximately 605 centerline miles. The OTA enhances the State's transportation network by providing an effective and efficient means of safe, high-speed travel throughout the State and around population centers without straining appropriations. No State appropriations are allocated to the OTA; operations and debt service are funded by toll revenues. Only Turnpike System patrons, who include out-of-state travelers, pay the tolls. Turnpikes serve Oklahoma as a mechanism for building infrastructure for current use but gradually paying for it through future periods. The OTA supplies a needed basic service at a fee that yields sufficient revenues to operate and maintain its roads at a high quality, as well as provide for debt service payments to its bondholders.

The Oklahoma Legislature has sole discretion to authorize turnpike routes, with approval from the Oklahoma Department of Transportation (the ODOT). Turnpike Revenue Bonds or Refunding Bonds may be issued for the purpose of paying the costs of turnpike projects or refunding outstanding bonds. Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. All OTA debt is issued in accordance with the Trust Agreement. Turnpike Revenue Bonds are payable solely from the tolls and other OTA revenues and do not constitute indebtedness of the State.

The OTA's governing body (the Authority) consists of the Governor (ex-officio) and six members. The members are appointed by the Governor and approved by the State Senate, serving eight-year, uncompensated terms; members may be reappointed. The Authority appoints the Executive Director of the OTA. The Executive Director and three assistant executive directors are responsible for leading the OTA. The division management staff supervises the daily operations and functions of the organization. Authority members provide oversight and policy direction. They appoint various consulting entities with national reputations for excellence, including the General Counsel, Bond Counsel, Consulting Engineers, Consulting Traffic Engineers, Financial Advisor, Bond Underwriter(s) and Independent Auditor(s). All action taken by the Authority members and staff must be in strict compliance with the provisions of the Trust Agreement.

Annually, the OTA is required by the Trust Agreement to adopt a final budget on or before December 1 to provide for the next year's operating expenses, monthly deposits to the Reserve Maintenance Fund and the Capital Plan. The budget is adopted on a modified accrual (non-GAAP) basis wherein expenditures are recognized on a cash basis and depreciation is not budgeted as expenditure. Budgets are controlled at the division level, and the object of the budgetary controls is to ensure compliance with the provisions of the Trust Agreement. The Executive Director may approve changes within the budget at any level, but an increase in the total budget must be approved by the Authority.

ECONOMIC FACTORS

According to the January 2018 "Oklahoma Economic Indicators" prepared by Monty Evans, U.S. real gross domestic product (GDP) for 2017 increased at an annual rate of 2.6%. After contracting for five consecutive quarters, Oklahoma's real GDP has expanded for the past three quarters, rounding out at 2.8% at the end of the 3rd quarter 2017, ranking Oklahoma 30th among all other states and the District of Columbia. For the 3rd quarter, national growth was noted in several industries including the finance and insurance industry, durable goods manufacturing, the information services industry and, in a turn-around from last year, the mining industry. Crude oil is an important commodity in the global market, and Oklahoma produces a substantial amount of oil. The City of Cushing is a major crude oil trading hub connecting Gulf Coast producers to Midwest refining markets and receiving supply from several major pipelines that originate in Texas; over the year, statewide crude production was up. Russell Evans, lead Oklahoma City economist and Oklahoma City University economics professor, stated that looking into the 2018-2019 fiscal year, Oklahoma City's economy is back to full health as a result of the rise in sales tax revenue and a new oil industry paradigm.

The Oklahoma unemployment rate for December 2017 was 4.1%, on par with the national rate of 4.1%. The Oklahoma unemployment rate has steadily declined the past three months and realized growth in all previously mentioned industries, as well. The Federal Reserve Bank of Philadelphia gave Oklahoma a leading index of approximately 3.4% for December 2017, an increase from 0.9% in December 2016. From November 2015 to May 2016, Oklahoma's index had been in the negative range for six of seven readings, but the State's economy has improved. Overall, Oklahoma's leading index suggests expansion in the State's economy into mid-2018.

According to State Treasurer Ken Miller, gross receipts to the Treasury in January 2018 were \$1.1 billion. This marks a second year of growth, with January collections exceeding January 2017 by more than 15.0%. Prior to January 2017, monthly receipts had shown contraction for 20 consecutive months; in contrast, combined gross receipts for the past 12 months have grown by 7.5%. Gross income tax collections generated \$450.0 million, an increase of 18.5% from the previous January, and individual income tax collections increased 15.6% over the prior year. Sales tax collections totaled \$407.0 million in January 2018, \$41.3 million and 11.3% more than January 2017. Gross production taxes on oil and natural gas increased 83.9% from last January. Compared to December reports, gross production collections reflected an increase of \$4.6 million, or 8.2%, although motor vehicle taxes declined 7.3%.

Kimberly Amadeo, President of World Money Watch, reported that experts are predicting steady economic growth. Again, GDP is expected to rise 2.5% in 2018, consistent with 2017 but improved over the 2.1% growth in 2016. The unemployment rate is forecasted to drop to 3.9% in 2018 which is an improvement from the current 4.1% rate. Inflation is anticipated to be 1.9% in 2018, compared to 1.7% in 2017, and remain lower than recent years. U.S. manufacturing is forecasted to increase faster than the general economy, with production growth of 2.8% expected in 2018. Short-term interest rates will continue to rise resulting from actions by the Federal Open Market Committee (FOMC) raise of the current federal funds rate. In December 2017, the FOMC raised the federal funds rate to 1.5%, and there is an expectation the rate will increase to 2.1% in 2018. Long-term interest rates will be affected by the FOMC's action in October 2017 to reduce its \$4.0 trillion in Treasuries. Since the Fed is no longer replacing the securities it owns, this will create more supply in the Treasury market, which should raise the yield on the 10-year Treasury note. Though dependent on the demand for this low risk investment, the resulting likelihood will be an increase in the fixed interest rate on mortgages and corporate bonds. Given these factors, the overall economic outlook is healthy.

Oklahoma's infrastructure plays a key role in the movement of goods. Oklahoma geographically serves as a transportation crossroads for three of the nation's most important transportation and shipping corridors, as U.S. Interstates 35, 40, and 44 intersect within the State. The Turnpike System plays an important role in providing critical infrastructure to facilitate movement along these corridors and assists the State in accessing the opportunities available through interstate commercial activity. The out-of-state travelers who utilize the Turnpike System also contribute to tourism dollars, as well as provide sales and motor fuel taxes for the State. In this way, the Turnpike System contributes to the State's economic development by bridging communities both in and out of the State. Responding to growing traffic volumes and congestion, the OTA collaborates with other entities in addressing the critical need to reconstruct, expand and enhance the transportation system in Oklahoma in order to increase safety and mobility for the traveling public. Additionally, in accordance with its efforts to preserve the quality of the Turnpike System, the OTA continues to focus on improving and replacing several bridges along the Turnpike System and performing pavement reconstruction and rehabilitation. The OTA remains committed to customer convenience, quality roadways and fiscal responsibility.

LONG TERM FINANCIAL PLANNING

On October 29, 2015, Governor Fallin announced plans for "Driving Forward: Investing in Oklahoma's Future." "Driving Forward" is a multi-million dollar turnpike expansion and improvement plan to be financed through a series of bond issues over the next few years. The "Driving Forward" plan entails six major projects and, as Governor Fallin stated, "is about ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come." This program is a continuation of OTA's mission to provide

customers with a choice of a safe, convenient, efficient, user-funded transportation network focusing on fiscal responsibility and promoting economic development. In support of this initiative, the Authority issued \$1.164 billion in Revenue Bonds in 2017. The Series 2017 Bonds provide not only proceeds dedicated to the Driving Forward program but also refunded other debt to take advantage of favorable market conditions. Reconstruction and toll plaza modernization has been completed for the Muskogee and H. E. Bailey Turnpikes. Design plans are underway for several other projects and construction has begun on some segments for the lane expansion for the Turner Turnpike, a southwest loop extension for the John Kilpatrick Turnpike and the addition of the Eastern Oklahoma County Turnpike, constituting a new alignment from I-40 to the Turner Turnpike. Working with the City of Tulsa and other partners, a west leg extension of the Gilcrease Expressway is also in the planning stages.

The Authority is responsible for adopting toll rates for the System and can modify those as needed, based on consultation with, and recommendation from, the OTA's Consulting Traffic Engineer. To assist with funding infrastructure replacement and expansion, an incremental toll increase was authorized by the Authority in December 2016. The first incremental toll increase of 12.0% occurred March 1, 2017, with the second increase effective as of January 3, 2018. The third phase is planned for mid-2019. Prior to 2017, the last toll increase occurred in August 2009. Net toll revenues for 2017 increased 13.5% to \$300.8 million over 2016 net toll revenues of \$265.1 million. Revenue projections for 2018 are estimated to be approximately \$310.6 million. These toll revenues, along with bond proceeds, will provide the necessary funds needed to continue the Authority's commitment to its asset preservation program.

The Trust Agreement sets forth the proper flow of funds to be established by the OTA. Disbursements from these funds are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Accordingly, based on the planned capital investments programmed in the Capital Plan, required monthly deposits to the Reserve Maintenance Fund are established during the budgeting period as required by Section 505 of the Trust Agreement. Monies held in the General Fund are also allocated for certain projects of the Capital Plan. Bond proceeds held in the Construction Fund are allocated for designated projects.

The Authority continuously identifies the maintenance, rehabilitation and improvement needs of the existing Turnpike System through its Capital Plan. This plan is done in conjunction with the Trust required Consulting Engineer's annual inspection. These needs are prioritized into a five-year maintenance and rehabilitation program designed to keep existing turnpikes in good condition, thereby maintaining traffic flows and extending the useful life of the turnpikes. The projects included in the five-year program should significantly increase the functionality and condition of the entire Turnpike System. The Capital Plan is reviewed and updated annually during the budget process. Total funding for the Capital Plan for the years 2018-2022 is approximately \$479.5 million. This plan includes \$147.7 million for paving rehabilitation, \$47.8 million for bridge rehabilitation, \$18.1 million in concession area redevelopment, \$82.9 million in interchanges and toll plaza improvements, \$31.3 million for safety, positive barrier, surface treatment, striping and guardrail improvements, \$43.0 million for PIKEPASS (the Authority's electronic tolling process) and toll collection related items, \$15.5 million for highway patrol related items, \$6.0 million for maintenance machinery and equipment, \$6.8 million in building improvements, \$3.0 million in concrete panel lifting and \$22.4 million for various other capital projects. The remaining \$55.0 million included in the Capital Plan has been set aside to fund the Gilcrease Expressway along with contributions from other partners.

The Consulting Engineer performed the 2017 annual inspection of the Turnpike System as required by the Trust Agreement, and presented a report detailing information in regards to bridges, paving, drainage, lighting, signs and architectural features. This report was used to develop the OTA's 2018 Capital Plan. Total funding for the aforementioned areas in the 2018 Capital Plan includes approximately \$28.9 million to be provided by the Reserve Maintenance Fund and \$71.5 million from the General Fund.

MAJOR INITIATIVES

The various projects included in the Driving Forward program are the OTA's current primary initiative focus. Two of these projects have recently been completed. The Muskogee Turnpike project was completed in November 2017 and included safety and modernization of the Coweta toll plaza, as well as reconstruction between the Creek Turnpike Interchange and SH-51. These improvements allow for a safer and more drivable surface and enhanced safety features. The H.E. Bailey Turnpike project at Chickasha, which also prioritized safety features and toll modernization, was completed in February 2018. This project provides wider lanes and enhanced safety features for travel, as well as improved technology for customer convenience.

The Driving Forward program also includes expanded and new capacity for three facilities. The Turner Turnpike is a vital turnpike corridor connecting Oklahoma City to Tulsa. Two lanes are being added to the Turner Turnpike, beginning east of Bristow and extending east through the Creek Turnpike West junction of the Turner Turnpike. This project will create an "urban turnpike corridor" with lighting, wider lanes and additional lanes. Construction is underway between mile markers 207 and 221. The southwestern loop of the John Kilpatrick corridor is a roadway addition of seven miles designed to connect the current John Kilpatrick Turnpike to SH-152, thereby improving access to Will Rogers Turnpike World Airport and traffic flow to certain portions of the Oklahoma City area. Construction began in early 2018 near I-40 and the Kilpatrick Turnpike. This project also includes the I-40 interchange and grading work up to SW 15th in Mustang. The Eastern Oklahoma County Turnpike will connect I-40, east of Tinker Air Force Base, north to the Turner Turnpike. This corridor will ultimately produce a drive-time reduction to access Tulsa from Oklahoma City and create a needed new loop to alleviate current congestion traffic in the Oklahoma City area. Right-of-way acquisition and design continues on this corridor; construction for the interchange at the Turner Turnpike near Luther road began in early 2018.

The Gilcrease Expressway corridor will ultimately connect L.L. Tisdale Parkway to I-44 to complete the western loop around the Tulsa metro area. This planned expansion will help to relieve urban traffic congestion during peak periods, along with providing a direct route to city attractions and points of interest in the Tulsa urban core. The OTA is currently partnering with the City of Tulsa, Tulsa County, the Indian Nations Council of Governments (INCOG), and the ODOT, with potential partnering to also include the Federal government and interested private partners to fund this project which has been a part of Tulsa's planning since 1961.

Although Driving Forward continues to be a top priority for the OTA, achieving system maintenance, rehabilitation and improvements identified in the Capital Plan, also remains of vital importance. In keeping with the Capital Plan, progress on several major projects was realized in 2017. Pavement rehabilitation is a constant priority for the OTA. Accordingly, on the H. E. Bailey, Indian Nation, Muskogee, Turner and Will Rogers Turnpikes, pavement reconstruction and rehabilitation projects were in progress or completed. Design work was completed for interchange improvements at I-35 and the Cimarron Turnpike; construction commenced in 2017. Interchange improvements were completed at Elm Street on the Creek Turnpike and the SH-9 toll plaza on the Indian Nation Turnpike. The OTA is also updating or replacing toll plaza facilities on the Turnpike System. A project to reconstruct and relocate the Antler's Toll Plaza on the Indian Nation Turnpike is under design. A project to upgrade the toll plaza at Eufaula on the Indian Nation was completed. The Authority has focused on rehabilitating several bridges on the Turner, H.E. Bailey and Indian Nation turnpikes, many of which include projects through joint partnership with the ODOT.

Partnerships assist the OTA in completing needed improvements in a timely and cost efficient manner. The OTA has benefitted from successful key partnerships with several entities over the past years. OTA has partnered with the City of Jenks on the Creek Turnpike Elm Street project. OTA collaborated with the City of Oklahoma City (OKC) on the Wilshire, May and Penn interchanges on the John Kilpatrick Turnpike. OTA worked with the ODOT, the City of OKC and Oklahoma County to complete the second half of the Luther Interchange. OTA partnered with the City of Broken Arrow on the Aspen interchange on the Creek Turnpike. OTA worked with the City of Sapulpa on the 96th Street and the 49th Street improvements to provide better access the Turner Turnpike. OTA teamed with the ODOT at SH-177 to create a truck bypass around the City of Sulphur and at SH-270 on the Indian Nation Turnpike to improve interchange safety. The OTA worked with the ODOT and Oklahoma County to replace functionally obsolete and structurally deficient bridges throughout the State.

The OTA is in the process of renovating or replacing maintenance facilities on the Turnpike System. A project for a new maintenance and OHP training facility at Stroud is just one of many of these facilities on the Turnpike System completed in the last few years, with this facility completed in late 2017. The OTA Maintenance Division, supplemented by inmate labor and contractors, provides a vital role for the Turnpike System. Maintenance crews perform roadway, bridge, right-of-way, architectural and accident repairs throughout the Turnpike System. Maintenance crews are always ready, prepared and work tirelessly to clear the Turnpike System when winter weather arrives. These updated facilities provide a safe and efficient environment from which these employees can operate.

Another component of the Capital Plan is a systemwide upgrade of service plazas. The Turner service plaza is programmed to be redesigned. Site selection has been completed, and design is ongoing. A project to redesign the Walters service plaza was completed in 2016. The Vinita service plaza on the Will Rogers Turnpike reopened for customers in late December 2014 and features a mini-museum of the history of Will Rogers and his influence in Oklahoma. In partnership with the Oklahoma Tourism Department, the facility includes a video wall to highlight Oklahoma's tourism destination locations. Additionally, a new service plaza site at McAlester on the Indian Nation Turnpike opened in late December 2014. The facility provides a highly functional and convenient service plaza for patrons and offers both food and fuel vendors. Similar service plazas are located on the H.E. Bailey Turnpike at the Chickasha service plaza, on the Muskogee Turnpike at the Muskogee service plaza and on the Cimarron Turnpike at the Lone Chimney service plaza.

Other major initiatives include patronage safety projects. Over the last several years signing projects have been completed on the Cherokee, Cimarron, Indian Nation and Muskogee Turnpikes. The signing program is used to update regulatory, warning and information signs that are faded or have poor reflectivity. These signs are informative, aesthetically pleasing and conform to national standards. Positive barrier projects have been completed on the Cimarron, Creek, H. E. Bailey, Indian Nation and John Kilpatrick Turnpikes. Additional positive barrier projects to protect the traveling public are scheduled within the next five years.

The OTA provides a special convenience through its *PIKEPASS* system for travelers desiring free-flow travel. The *PIKEPASS* system is the OTA's automated electronic toll collection system which allows travelers to travel at highway speeds through designated lanes without stopping to pay tolls. A *PIKEPASS* transponder is applied to the windshield of the customer's vehicle. The transponder emits a radio frequency that is recognized by a positioned reader, and data is captured and transmitted via the electronic toll collection system. The information is then translated into the appropriate toll collection transactions for each customer's individual account. The electronic *PIKEPASS* system eases congestion around the plazas, improves safety and enhances driver satisfaction. *PIKEPASS* customers enjoy a 5.0% average savings off the cash toll price for using their transponders and are eligible for an additional 5.0% reward for participating in the volume discount program with 20 or more qualifying toll transactions in a month. The discount is calculated for each transponder independently, and the account must remain positive for discounts to apply. In order to broaden patron service, the OTA has added additional technology to its collections systems. A new all electronic based program known as "PlatePay" was opened to the Peoria-Elm ramps and Jenks interchanges in January 2017. For this sole location, toll gates are cashless; if a traveler does not have a *PIKEPASS*, a scanner will read the vehicle's license plate, and an invoice will be sent.

Also to assist customers, *PIKEPASS* Online services are available that range from applying for a *PIKEPASS* account to managing an account. *PIKEPASS* customers may pay their accounts online by credit or debit card through the *PIKEPASS* Online system. In addition to providing the *PIKEPASS* Online service, the OTA maintains a full service *PIKEPASS* customer service call center and store located in Oklahoma City and another full service *PIKEPASS* store located in Tulsa. In 2017, the Tulsa store was relocated and expanded to more fully meet the needs of the Tulsa community. Another store is anticipated to open in Walters on the H.E. Bailey Turnpike in 2018. The OTA also maintains another full service *PIKEPASS* store within the Tourism Information Center in Oklahoma City, as part of a continued partnership with the Department of Tourism.

To assist in achieving interoperability and advancing to the next level of technology, the Turnpike System utilizes Encompass 6 transponder readers, which have multi-protocol functionality. The OTA is currently interoperable with two partners, the North Texas Tollway Authority (NTTA) and the Kansas Turnpike Authority (KTA). Through interoperability, an OTA customer can use a *PIKEPASS* transponder on toll roads, bridges and tunnels in and around the Dallas-Ft. Worth metro area or to travel the Kansas Turnpike. Conversely, an NTTA or KTA customer can use a TollTag or K-Tag, respectively, on Oklahoma Turnpike System. The OTA is in continued discussions with other tolling entities to determine strategies for achieving further national interoperability. Providing first class customer service is of utmost importance to the OTA for all of its customers.

AWARDS AND ACKNOWLEDGEMENTS

The OTA is a proud sponsor of Keep Oklahoma Beautiful (KOB) a statewide organization whose mission is to 'empower Oklahoma citizens to preserve and enhance the state's natural beauty and ensure a healthy, sustainable environment.' For the third consecutive year, the OTA and the ODOT received the Keep America Beautiful 2017 National Award in the State Agency Partnership category. With combined efforts across the State, and all 77 Oklahoma counties participating, Oklahoma joined a national effort in the 2017 "Great American Clean Up." The OTA and the ODOT were nominated by KOB for their partnership in assisting with the supplies, the publicity and the volunteers. Combined efforts by all those involved saved taxpayers more than \$8.0 million in litter removal costs.

The OTA was a recipient of the American Association of State Highway and Transportation Officials (AASHTO) award for recent work zone awareness efforts. The "Your Life Matters: Drive Like It" campaign received the coveted Excel Award, AASHTO's highest honor for public relations programs and campaigns. This marks the first time Oklahoma has received the top award in this highly competitive category. The multi-faceted campaign was planned by the ODOT Media and Public Relations and co-sponsored by the Oklahoma Highway Safety Office, the OTA and Midstate Traffic Control.

The OTA was a recipient of an engineering award for the project, Muskogee Turnpike MP 0.5 to MP 9.5, presented by the Oklahoma/Arkansas Chapter of American Concrete Pavement Association. The OTA, along with its project partners, received the Silver award in the Divided Highways Rural category.

As a way to recognize achievement in IT innovation and leadership, the Government Technology and AT&T created a nationwide platform recognizing regional and national achievements. The OTA, along with six other tolling entities, received the Government Technology Special Districts Program Award in the category of Technology Innovation. This award was the result of the implementation of the Central United States Interoperability HUB (the HUB) in May 2017. The OTA remains interoperable with the NTTA and the KTA through the HUB.

Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the OTA for its CAFR for the year ended December 31, 2016. In order to be awarded a Certificate of Achievement, the governmental unit must publish an easily readable and efficiently organized CAFR conforming to program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. The OTA has received this prestigious award since 1990. The OTA believes that its current CAFR continues to meet the Certificate of Achievement Program requirements and will be submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the efficient and dedicated efforts given by the Controller and the Finance and Revenue Divisions' staff who prepared the report, along with photography assistance from the General Administration and Engineering Divisions. Appreciation is also due the OTA's management staff for their professional contributions to this report and to the OTA's independent auditors for their participation in the review of this report. Special appreciation is extended to Governor Fallin and the Authority Members. Support of the Authority's efforts to excel in the operational and financial management of the OTA is sincerely appreciated.

Respectfully submitted,

THE OKLAHOMA TURNPIKE AUTHORITY



Dana Weber
Chairwoman



Tim Gatz
Executive Director



Julie Porter
Controller



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

Oklahoma Turnpike Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2016

Christopher P. Morrell

Executive Director/CEO

Description of The Oklahoma Turnpike System

Turner Turnpike

Authorized by the State Legislature in 1947 and opened in 1953. Four-lane, limited access highway extending 86.0 miles from Tulsa to Oklahoma City. Interchanges at Sapulpa, Kellyville, Bristow, Stroud, Chandler, Wellston and Luther. Service station and/or restaurant with free restrooms at Stroud and Chandler.

Chickasaw Turnpike

Authorized by the State Legislature in 1987 and opened in 1991. Two-lane, limited access highway extending 27.1 miles from S.H. 7 west of Sulphur to S.H. 1 near Ada. Only 13.3 miles are tolled with interchanges at U.S. 177 and Roff.

Cherokee Turnpike

Authorized by the State Legislature in 1987 and opened in 1991. Four-lane, limited access highway extending 32.8 miles from U.S. 412 at Locust Grove to U.S. 412 west of West Siloam Springs. Interchanges at Locust Grove, U.S. 412 and S.H. 10.



Will Rogers Turnpike

Authorized by the State Legislature in 1953 and opened in 1957. Four-lane, limited access highway extending 88.5 miles from Tulsa to the Oklahoma-Missouri state line about 1,000 feet south of the southeast corner of Kansas. Interchanges at Claremore, Adair (S.H. 28), Big Cabin, Vinita, Afton and Miami. Service station and restaurant with free restrooms at Vinita.

H.E. Bailey Turnpike

Authorized by the State Legislature in 1953, the original 86.4 miles opened in 1964, and the 8.2 mile extension authorized in 1987 opened in 2001. The original four-lane, limited access highway extending 86.4 miles opened in two sections: north section (61.4 miles) from Oklahoma City to U.S. 277 north of Lawton; south section (25.0 miles) from U.S. 277 south of Lawton to U.S. 70, 5.2 miles north of the Texas state line. Interchanges at Chickasha, Cyril, Elgin and Walters. Service station and/or restaurant with free restrooms at Chickasha and Walters. The four-lane, limited access extension runs 8.2 miles within Grady County from an interchange of the original H.E. Bailey Turnpike to S.H. 9. The route generally extends east and west through a rural area west of Norman.

Indian Nation Turnpike

Authorized by the State Legislature in 1955, north section (41.1 miles) opened in 1966 and south section (64.1 miles) opened in 1970. Four-lane, limited access highway extending 105.2 miles from U.S. 75/I-40 near Henryetta to U.S. 70 near Hugo. Interchanges at Eufaula, Ulan, McAlester, Daisy and Antlers. Service station and restaurant with free restrooms at McAlester.

Muskogee Turnpike

Authorized by the State Legislature in 1965 and opened in 1969. Four-lane, limited access highway extending 53.1 miles from Tulsa to I-40 near Webber Falls. Interchanges at Coweta, Muskogee and U.S. 64 near Webber Falls. Service station and restaurant with free restrooms at Muskogee.

John Kilpatrick Turnpike

Authorized by the State Legislature in 1987, the original 9.5 miles opened in 1991, and the 15.8 mile extension opened in sections during 2000 and 2001. Four-lane, limited access, urban highway extending 25.3 miles from the Oklahoma City interchange of the Turner Turnpike and I-35 to I-40 between Mustang and Sara Road. The route is generally along Memorial Road on the north, turning south parallel to Sara Road just west of County Line Road, passing by Lake Overholser on its west side parallel to Morgan Road to an interchange at I-40, giving access to traffic traveling east and west on the interstate system. Interchanges at Eastern Ave., U.S. 77/Broadway Extension, Western Ave., Pennsylvania Ave., May Ave., Portland Ave./Lake Hefner Parkway, Meridian Ave., MacArthur Blvd., Rockwell Ave., NW Expressway, Wilshire Blvd., S.H. 66 and N.W. 10th.

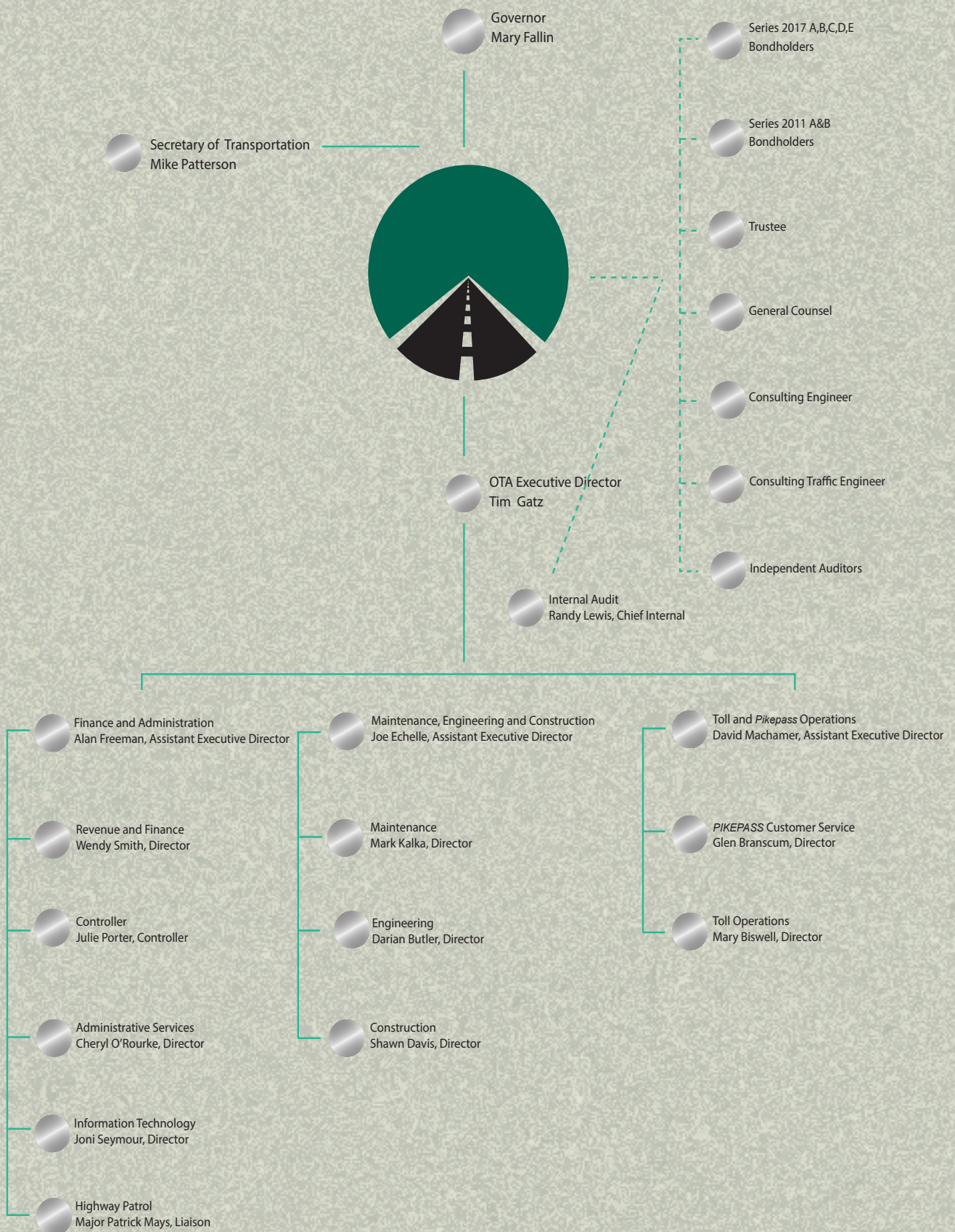
Cimarron Turnpike

Authorized by the State Legislature in 1965 and opened in 1975. Four-lane, limited access highway extending 59.2 miles on main route from I-35/U.S. 64 east of Enid to Tulsa, and 8.5 miles on a spur connecting the main route with Stillwater and Oklahoma State University. Interchanges at U.S. 77, U.S. 177, Stillwater, Morrison, S.H. 18, Hallett and S.H. 48. Service station and restaurant with free restrooms at Lone Chimney.

Creek Turnpike

Authorized by the State Legislature in 1987, the original 7.4 miles opened in 1992, the 4.9 mile Creek West Extension opened in 2000, the 13.1 mile Broken Arrow South Loop opened in sections during 2001 and 2002 and the 9.0 mile Creek East Extension opened in 2002. Four-lane, limited access, urban highway extending 34.4 miles from the Turner Turnpike at S.H. 66 to the I-44 interchange of the Will Rogers Turnpike, providing access to traffic traveling east into Tulsa and south to Okmulgee; continues generally through the city of Broken Arrow to the Muskogee Turnpike; then north to the Will Rogers Turnpike. Interchanges at South 49th West Avenue, U.S. 75, Peoria Avenue, Riverside Drive, Yale Avenue, U.S. 64/Memorial Drive, U.S. 169, South 129th East Avenue, South 145th East Avenue, South 161st East Avenue, South 193rd East Avenue, East 101st Street, S.H. 51, Muskogee Turnpike, 71st Street, 51st Street, 31st Street, 11th Street, Highway 412 and Pine Street.

Organizational Chart



Oklahoma Turnpike Authority Members

Chairwoman
Dana Weber
District 4

1



Vice-Chairman
David A. Burrage
District 6

2



Secretary & Treasurer
G. Carl Gibson
District 1

3



Member
Kenneth Adams
District 2

4



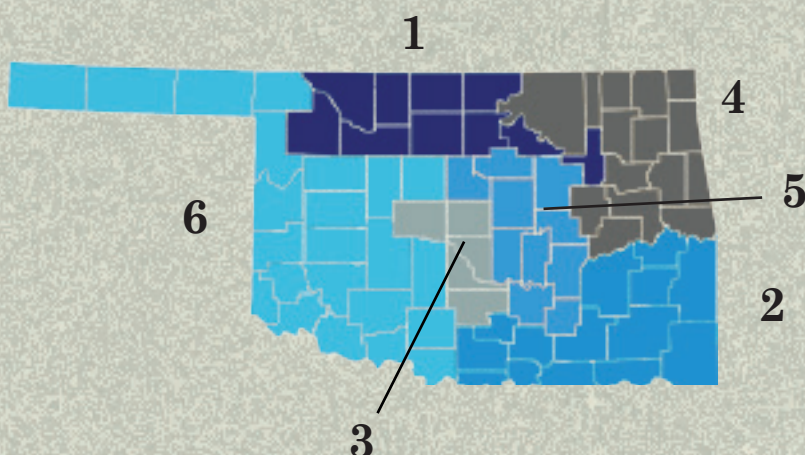
Member
Guy Berry
District 3

5

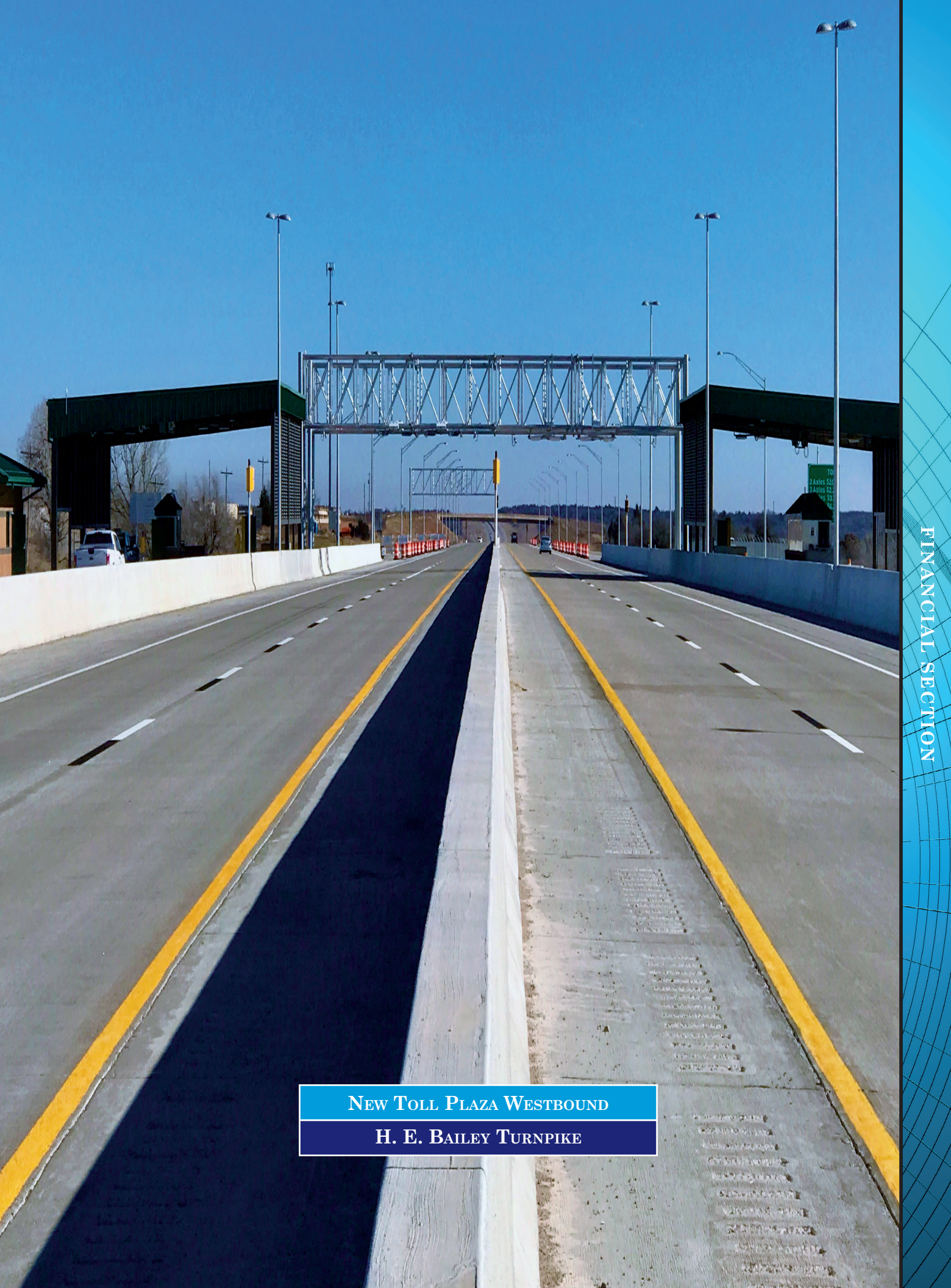


Member
Gene Love
District 5

6



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NEW TOLL PLAZA WESTBOUND

H. E. BAILEY TURNPIKE



NEW TOLL PLAZA

MUSKOGEE TURNPIKE



Grant Thornton LLP
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Oklahoma City, OK 73102-7148

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REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS

Members
Oklahoma Turnpike Authority

Report on the financial statements

We have audited the accompanying financial statements of Oklahoma Turnpike Authority (the "Authority"), as of and for the years ended December 31, 2017 and 2016, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's responsibility for the financial statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of December 31, 2017 and 2016, and the changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Schedule of Employer Proportionate Share of the Net Pension Liability, and Schedule of Employer Contributions on pages 14 through 20 and 47 be presented to supplement the basic financial statements. Such information, although not a required part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. This required supplementary information is the responsibility of management. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America. These limited procedures consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The supplemental financial schedules on pages 48 through 54 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such supplementary information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures. These additional procedures included comparing and reconciling the information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other information

The introductory section on pages 3 through 12 and the statistical section on pages 57 through 90 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Other reporting required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report, dated March 29, 2018, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Entity's internal control over financial reporting and compliance.

Grant Thornton LLP

Oklahoma City, OK
March 29, 2018

MANAGEMENT'S DISCUSSION AND ANALYSIS, YEARS ENDED DECEMBER 31, 2017 AND 2016

This section of the Oklahoma Turnpike Authority's (OTA) annual financial report presents management's discussion and analysis of the OTA's financial performance during the fiscal years that ended December 31, 2017 and 2016. Please read it in conjunction with the transmittal letter in the Introductory Section of this report and the OTA's financial statements, as a whole.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this annual report consists of three parts: management's discussion and analysis, the basic financial statements with the notes to the financial statements and other supplementary information. The financial statements provide both long-term and short-term information about the OTA's overall financial status. The financial statements also include notes that explain and provide more detailed data for certain items. The statements are followed by a section of other supplementary information that further explains and supports the information in the financial statements.

The OTA's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units on an accrual basis. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred and depreciation of assets is recognized in the Statements of Revenues, Expenses, and Changes in Net Position. The 'Changes in Net Position' component depicts OTA's total operating revenues less expenses. Operating revenues include toll transactions and rental fees received from concessionaires operating on the Turnpike System. Expenses are closely monitored by division management. All assets and liabilities associated with the operation of the Authority are included in the Statements of Net Position.

The OTA's Trust Agreement defines the flow of funds and establishes various unrestricted and restricted accounts for the OTA. These accounts are referred to as "Funds" for discussion purposes but are consolidated for the purposes of enterprise fund financial statement presentation. The Revenue Fund monies provide for the general operations of the Turnpike System; this fund is directly impacted by fluctuations in operating results.

The monies held in restricted cash and investment accounts primarily comprise the Reserve Maintenance Fund, the *PIKEPASS* Prepayment Fund, debt service accounts and the Construction Funds. A monthly transfer is made to the Reserve Maintenance Fund from revenues to fund budgeted Capital Plan projects. The required Reserve Maintenance Fund deposit is established by the Consulting Engineer during the annual review and evaluation of the Turnpike System. Residual funds not needed for other required purposes transfer to the General Fund monthly to be utilized for programmed projects. Projects relate to the five-year Capital Plan (the Capital Plan) for Turnpike System maintenance and rehabilitation, determined annually through the budgeting process.

The 2018 portion of the Capital Plan calls for spending approximately \$99.2 million for capital projects. Approximately 73.4% of this funding is allocated to road and bridge projects, building projects, and maintenance equipment and vehicles purchases. The remaining approximate 26.6% is allocated to various other projects. The 2018 portion of the Capital Plan will be funded by current resources and toll revenues.

On October 29, 2015, Governor Mary Fallin announced plans for "Driving Forward: Investing in Oklahoma's Future," a multi-million dollar turnpike expansion and improvement plan to be financed through a series of bond issues. In 2017 the OTA issued approximately \$768.9 million in bonds to fund the Driving Forward Construction Funds. Governor Mary Fallin stated "Driving Forward is about ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come." This program is a continuation of OTA's mission to provide customers with a choice of a safe, convenient, efficient, user-funded transportation network focusing on fiscal responsibility and promoting economic development. The six major projects include: reconstruction projects for the Muskogee and H.E. Bailey Turnpikes involving pavement reconstruction and toll plaza reconstruction, pavement reconstruction and capacity expansion for the Turner Turnpike, a southwest extension for the John Kilpatrick Turnpike, a new alignment from I-40 to the Turner Turnpike referred to as the Eastern Oklahoma County Turnpike and a new west extension of the Gilcrease Expressway.

Net Position by Component (Presented in Thousands of Dollars)

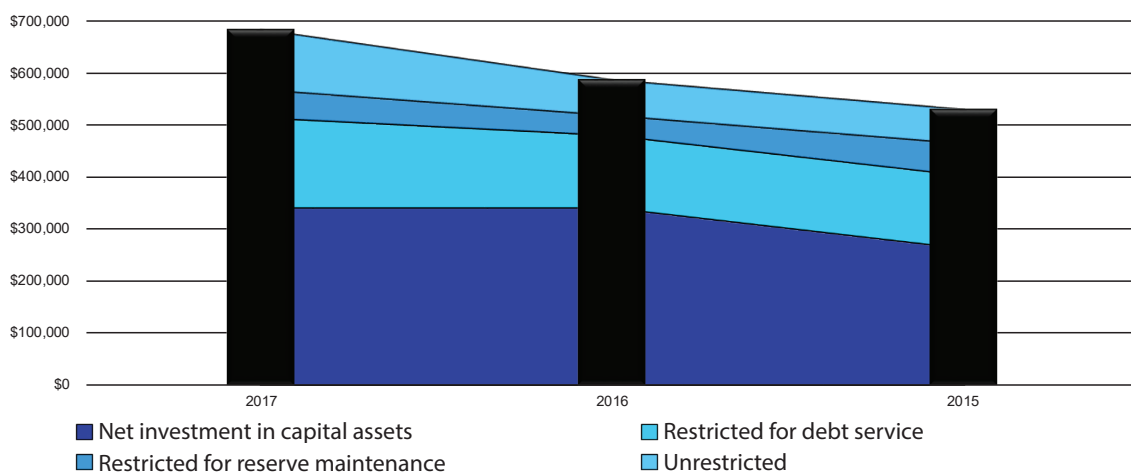


Table A-1: Net Position (in millions of dollars)

	2017	2016	2015
Current and other assets	\$ 908.2	\$ 240.6	\$ 254.9
Noncurrent restricted assets	173.4	140.5	144.0
Capital assets	1,417.9	1,287.6	1,205.0
Total assets	2,499.5	1,668.7	1,603.9
 Total deferred outflows	 102.0	 114.3	 124.2
Current liabilities	157.5	199.0	135.3
Noncurrent and other liabilities	1,759.4	992.0	1,056.1
Total liabilities	1,916.9	1,191.0	1,191.4
 Total deferred inflows	 1.1	 4.0	 5.8
 Net Position:			
Net investment in capital assets	341.7	341.5	264.3
Restricted	227.1	176.9	201.4
Unrestricted	114.6	69.6	65.2
Total net position	\$ 683.4	\$ 588.0	\$ 530.9

As of December 31, 2017, the Driving Forward program continues to progress, with numerous projects now in construction and design. The project to widen the Turner Turnpike between Kellyville and Sapulpa is well underway with numerous construction activities ongoing in the nearly sixteen-mile long construction zone. Construction also commenced on the John Kilpatrick Turnpike Extension with the first stages of the I-40 Interchange project initiated. The Eastern Oklahoma County Turnpike broke ground in December, beginning with the interchange at the Turner Turnpike. After inclusion of the Gilcrease Expressway bridge over the Arkansas River in Tulsa as a component of the Driving Forward program, and many years of discussion between the Authority, the City of Tulsa, Tulsa County, the Indian Nations Council of Governments ("INCOG"), the Oklahoma Department of Transportation ("ODOT") and the Federal Highway Administration ("FHWA"), an innovative governmental partnership has been conceived to construct a more complete and operationally efficient segment. The OTA will leverage work that has been accomplished to date in the corridor and resources made available through the partnership to deliver and subsequently operate a connection between Interstate 44 and US Highway 412, including the bridge over the river, as a toll facility. As such, a Request for Information (RFI) was issued in the first quarter 2018 to known vendors and financial institutions seeking input related to the financial benefits and project delivery opportunities that might be presented in the form of public-private partnership.

FINANCIAL ANALYSIS

Net Position

The Statements of Net Position report the OTA's net position and how it has changed. Net position is the difference between the OTA's assets and deferred outflows and its liabilities and deferred inflows. Total net position is one way to measure the OTA's financial health or position. Over time, increases or decreases in net position can serve as one indicator of whether the financial position is improving or deteriorating. As shown in Table A-1, the OTA's net position continues to increase. The OTA's total net position at December 31, 2017, was approximately \$683.4 million,

as compared to \$588.0 million and \$530.9 million at December 31, 2016 and 2015, respectively.

A significant portion of the current year's \$95.4 million increase in total position can be identified in the 'unrestricted' category, which has increased \$45.0 million when compared to December 31, 2016; an increase of \$49.4 million is also noted when compared to December 31, 2015. This category includes current and other assets less current liabilities. The main contributing factor to this increase was the systemwide 12.0% toll increase effective March 1, 2017, increasing unrestricted cash, cash equivalents and investments \$35.0 million. Monies held in the Revenue and General Funds totaled approximately \$110.4 million at December 31, 2017, as compared to \$75.4 million and \$68.7 million at the close of 2016 and 2015, respectively. This fluctuation is also impacted by the changes in accounts receivable and accounts payable and accrued expenses associated with the joint construction projects the OTA has with the ODOT; these joint projects are funded through its General Fund.

The OTA has steadily demonstrated its commitment to preservation of and investment in the Turnpike System through its funding of the Reserve Maintenance and General Funds through revenues, and when necessary the issuance of Second Senior Revenue Bonds, to fund certain improvement projects. Reserve Maintenance deposits occur monthly to meet the funding requirements established yearly by the OTA's Consulting Engineer. These monies must be utilized for capital improvements on the Turnpike System. Project outflows do not always occur in the same year the deposits are made. The OTA also funds certain capital projects from its General Fund account, which is an unrestricted fund. As noted previously, residual funds not needed for other required purposes are transferred to the General Fund monthly. The General Fund monies are then utilized for programmed projects, determined annually through the budgeting process. Transfers made to the General Fund for 2017 and 2016 were approximately \$69.6 million and \$48.9 million, respectively.

A second factor contributing to the \$95.4 million increase in total net position were the Series 2017 Bond issuances. The 'Restricted' category of OTA's total net position increased approximately \$50.2 million, which is composed of the restricted for debt service and reserve maintenance components. The 'Restricted' category increase is the result of the unspent proceeds from the 2017A&C Bonds, programmed for the Driving Forward program. Transfers made to the Reserve Maintenance Fund were approximately \$41.4 million, \$48.3 million and \$48.1 million in 2017, 2016 and 2015, respectively. To assist with providing interim financing for identified Turnpike projects, in June 2016, the OTA entered into a \$90.0 million revolving credit agreement with Wells Fargo Bank, N.A. At December 31, 2016, the OTA had \$54.7 million outstanding on the facility. This debt was retired in February 2017 with the issuance of the Series 2017A Bonds. With the issuance of the Series 2017D Bonds, the variable rate series 2006BEF bonds were refunded resulting in the removal of the derivative instrument liability and related hedge.

While the 'Net investment in capital assets' category increased slightly when compared to December 31, 2016, it did increase \$77.4 million when compared to December 31, 2015. These increases in 'capital assets' are related to the various activities associated with the Driving Forward projects, including land

purchases, construction work in progress and capitalized interest. This category is calculated as the investment in capital assets less related debt.

At December 31, 2017, the Statement of Net Position reflected deferred outflows and inflows related to pensions of approximately \$4.8 million and \$1.1 million, respectively, and a net pension liability of approximately \$6.5 million. On July 1, 2016 the Oklahoma Public Employees Retirement Plan (the OPERS) implemented Governmental Accounting Standards Board (GASB) Statement No. 74, "Financial Reporting for Postemployment Benefit Plans Other Than Pensions" (GASB 74). GASB 74 presents improved information about postemployment benefit plans other than pensions (OPEB). The OPERS administers a health insurance subsidy plan, which is considered OPEB in accordance with the provisions of GASB 74. As a result of the implementation of GASB 74, the beginning balance of the Plan's net pension liability was restated. The restatement did not have a current year impact on the OTA as implementation of GASB 75, "Accounting and Financial the reporting for Postemployment Benefits other than Pensions," is planned for 2018 as required.

Table A-2: Changes in Net Position (in millions of dollars)

	2017	2016	2015
Operating revenues:			
Toll Revenue	\$ 300.8	\$ 265.0	\$ 256.1
Concession revenue	2.4	2.3	1.8
Total operating revenues	303.2	267.3	257.9
Operating expenses and depreciation:			
Toll Operations	19.5	19.3	18.2
Turnpike Maintenance	21.6	20.9	21.9
Engineering	3.2	4.6	4.7
Construction	0.6	N/A	N/A
Highway Patrol	18.6	20.3	15.4
PIKEPASS Customer Service	18.6	15.1	14.5
General Administration	1.7	1.7	1.6
Information technology	6.2	5.5	4.3
Controller	1.3	1.1	.9
Finance and Revenue	7.0	2.2	1.2
Executive	3.6	3.3	2.8
Authority	-	-	-
Depreciation and amortization	87.0	87.9	86.0
Total operating expenses and depreciation	188.9	181.9	171.5
Operating income	114.3	85.4	86.4
Net non-operating (expenses)	(18.9)	(28.3)	(37.5)
Change in net position	95.4	57.1	48.9
Total net position, beginning of the year	588.0	530.9	482.0
Total net position, end of the year	\$ 683.4	\$ 588.0	\$ 530.9

Changes in Net Position

As depicted in Table A-2, the OTA's total operating revenues at December 31, 2017, were approximately \$303.2 million, a 13.4% and a 17.6% increase when compared to revenues of \$267.3 million and \$257.9 million for 2016 and 2015, respectively. The notable increase in total operating revenues in the current year resulted from the March 1, 2017, systemwide toll increase of 12.0%. Year-to-date revenues reported just over 2017 projections of \$298.1 million. Total toll transactions for 2017 reported just

below 183.9 million, a slight 0.7% decline when compared to 2016 transactions of 185.2 million, but a 3.7% increase when compared to 2015 transactions of 177.3 million. With the effective toll rate increase in early 2017, a decline in transactions was anticipated over the prior year growth. In 2016, transactions across the Turnpike System increased as a result of lower fuel prices, the continued impact of opening the urban turnpikes' widening projects in 2014 and interoperability agreements.

The OTA is interoperable with the North Texas Tollway Authority (NTTA) and the Kansas Turnpike Authority (KTA). Interoperability allows customers with a *PIKEPASS* transponder to travel on systems in the Dallas area of Texas or on the Kansas Turnpike System. Conversely, customers with eligible transponders from the NTTA or the KTA can travel the OTA Turnpike System. In May 2017, these interoperable transactions began to be processed through the implementation of the Central United States Interoperability HUB. Total revenues derived from interoperability for 2017 comprised approximately \$9.7 million, or 3.2%, of the \$300.8 million of toll revenues; interoperable transactions totaled 3.9 million, or 2.1%, of 183.9 million total toll transactions. As the number of *PIKEPASS* customers using the Turnpike System grows, there is a similar impact on interoperability. Interoperable transactions have reflected a steady growth rate since the late 2014 original implementation, representing \$7.3 million and \$5.8 million of total toll revenues in 2016 and 2015, respectively.

The total change in net position for 2017 was \$95.4 million compared to \$57.1 million and \$48.9 million in 2016 and 2015, respectively. The current year increase in net position is primarily the result of the March 1, 2017 toll rate increase which provided an additional \$35.8 million over the prior year. Other revenues are a component of net non-operating expenses, and have increased collectively over the prior two years by approximately \$5.4 million. The increase in other revenues is partially the result of the implementation of PlatePay, the OTA's single location of all electronic tolling at the Peoria/Elm location on the Creek Turnpike. This location became operational in early 2017. For this sole location, toll gates are cashless; if a traveler does not have a *PIKEPASS*, the vehicle's license plate is read electronically and an invoice sent to the registered owner. While the toll revenues earned through this location are classified as such, the associated miscellaneous violation and administrative fees associated with this new collection mode are reflected as non-operating. Additionally, fees earned through processing interoperable transactions for the OTA's partners and violation processing across the System contribute to the increase in other non-operating revenues. The decrease in interest expense related to the portion of interest expense capitalized in accordance with GASB 62 also positively impacted net position.

The change in net position was also impacted by the increase in year-to-date 2017 operating expenses of \$101.9 million as compared to total operating expenses for 2016 and 2015, respectively. Highway Patrol operating expenses have decreased approximately \$1.7 million from the prior year. Operating expenses in the prior year included costs associated with the trooper cadet school funded by the OTA in order to increase the number of troopers assigned to the Turnpike System. The 2016 cadet school resulted in approximately 30 additional troopers being assigned to the OTA in the fourth quarter of 2016, with corresponding overall increases in associated costs; these increases are notable when comparing expenses to the prior two years. The additional costs to operate at this staffing level, was offset by not funding a cadet school in 2017. In order to maintain trooper staffing levels assigned to the turnpikes, the OTA plans to participate in funding for another cadet school in 2018.

PIKEPASS Customer Service operating expenses for 2017 increased to approximately \$18.6 million when compared to \$15.1 million and \$14.5 million for 2016 and 2015, respectively. A substantial portion of this increase is related to the January implementation of the all electronic tolling process PlatePay on the Creek Turnpike and the associated back-office processing for this new collection method. Also, included in this increase are credit card processing fees from credit card and electronic funds transfer activity in 2017. A factor relating to this increase is the implementation of interoperability. As customers travel more in other locations utilizing their *PIKEPASS* tag, it necessitates the replenishment of the *PIKEPASS* account balance more frequently. The effect of the increases associated with interoperability were noted in previous years' increases.

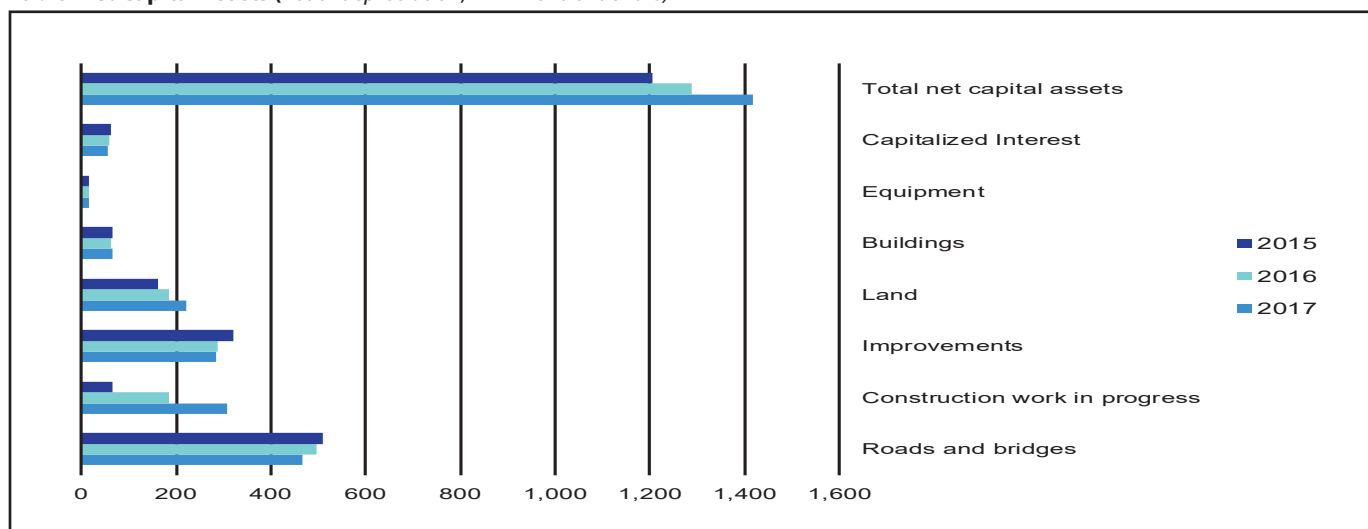
Finance and Revenue operating expenses reflected a significant increase over the prior year of approximately \$4.8 million. Generally accepted accounting principles (GAAP) now require bond issuance costs to be recorded in the statement of revenues, expenses and changes in net position rather than capitalized. In accordance with GAAP, approximately \$5.7 million in bond issuance costs for the Series 2017A-E Bonds have been reported as operating expenses this year. These increases were offset by the decrease in professional services incurred in 2016 for the various investment grade studies conducted by the OTA's Consulting Traffic Engineer related to the various Driving Forward projects and the scheduled toll rate increase.

For enhanced functional reporting purposes, the Construction Division function was separated from the Engineering Division in early 2017 and is individually reflected for financial statement purposes. The decrease in overall expenses for these areas relates to the 2016 expenses incurred for various Driving Forward feasibility studies and fewer emergency bridge repairs, which are not capitalizable, in the current year.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The OTA has invested approximately \$3,203.3 million and \$2,992.1 million in capital assets as of December 31, 2017 and 2016, respectively. The primary components of depreciable capital assets include 'Roads and bridges' and 'Improvements'; non-depreciable components include 'CWIP' and 'Land.' In 2017, accumulated depreciation and amortization on capital assets increased to \$1,785.3 million, a 4.7% increase as compared to the 2016 balance of \$1,704.5 million. This is the result of the capitalization of several projects in the 'Roads and bridges,' 'Improvements' and 'Buildings' categories. At December 31, 2017 and 2016, net capital assets were \$1,417.9 million and \$1,288.0, an increase of 10.1%. When comparing end of year 2017 to December 31, 2015, net capital assets increased 17.7%. Net capital assets at end of year 2015 were \$1,205.0 (see Table A-3). Capital assets are typically planned as components of the Capital Plan, and both 2017 and 2016 also included planning for capital assets associated with the Driving Forward program. At December 31, 2017, numerous projects were in progress across

Table A-3: Capital Assets (*net of depreciation, in millions of dollars*)

the Turnpike System, funded as appropriate for each project by the Reserve Maintenance, General and Construction Funds. The Series 2017A&C Bonds (discussed below) established the current year Construction Funds which are funding the related projects for the Driving Forward program. The increases in non-depreciable capital assets result from the additions associated with this program. Additionally, capitalized interest associated with constructed assets is accumulated with eligible projects and capitalized as applicable.

The largest increase in net capital assets is reflected in CWIP, increasing to \$308.2 million, or 67.5%, over the 2016 total of \$184.0 million and the 2015 total of \$64.8 million. The OTA is improving maintenance facilities across the Turnpike System, some of which are jointly shared with the operations of the Highway Patrol, as well as several pavement reconstruction and rehabilitation and bridge replacement projects throughout the Turnpike System. Additionally, the Driving Forward program consisted of \$181.4 million with toll plaza modernization and reconstruction projects progressing on the Muskogee and H.E. Bailey Turnpikes, and capacity improvements and new expansions in progress on the Turner, John Kilpatrick and Eastern Oklahoma County Turnpikes. Future projects will also include additions to the new Gilcrease Expressway.

Approximately \$49.7 million in capital projects were transferred from CWIP to other asset categories. Approximately \$7.5 million of this transfer increased the 'Road and bridges' category. A significant portion of this results from the reconstruction of bridges on the Cimarron and H.E. Bailey Turnpikes. In the 'Improvements' category, approximately \$33.6 million in projects were capitalized from CWIP. A significant portion of this increase was the result of pavement rehabilitation on the Turner and Will Rogers Turnpikes. These 'Improvements' additions were offset by annual depreciation of \$37.7 million in replaced infrastructure.

In the 'Roads and bridges' category, in 2015, additions of \$9.6 million were capitalized, \$8.6 million of which is the Indian Nation road reconstruction. For years 2017 to 2015, annual depreciation of \$34.9 million, \$34.3 million and \$34.0 million, respectively, offset the previous years' additions.

The Authority also allocated and accumulated capitalized interest for constructed assets. When the project is closed, the capitalized interest associated with the project is also capitalized. As a result of the capitalization of qualifying projects, the amortization expense associated with 'Capitalized interest' was \$4.7 million, \$4.6 million, and \$4.5 million, for 2017, 2016, and 2015, respectively. For additional information regarding the OTA's capital assets, please see the disclosures in the notes to the financial statements on pages 28 and 36 of this report.

Capital assets were also significantly affected by continued purchases of additional right-of-way in 2017; the OTA began purchasing property in 2016 to plan for the construction of the Driving Forward projects. By the close of 2017, the 'Land' category had increased approximately \$37.6 million over 2016. In 2016, land purchases exceeded 2015 balances by approximately \$21.1 million. Accordingly, in total, since 2015, 'Land' values have increased approximately \$58.7 million. Additional acquisitions are planned through 2018 to secure all necessary parcels for the planned construction.

Debt Administration

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. The OTA's noncurrent long-term debt for 2017 included revenue bonds payable and a payable to the ODOT; in 2016, the OTA also had a derivative instrument liability. At December 31, 2017, the OTA had approximately \$1,581.3 million in revenue bonds outstanding. At December 31, 2017, the variable rate bonds had been defeased. All of the OTA's bonds are fixed rate bonds, insured and rated Aa3 by Moody's Investors Service (Moody's), and AA- by both Fitch Ratings (Fitch) and Standard and Poor's Rating Service (S&P) with a stable rating outlook. The payable to the ODOT at December 31, 2017 and 2016 was approximately \$53.7 million and \$53.3 million, respectively.

Table A-4: Schedule of Outstanding Bonds

	2017	2016	2015
2nd Senior Refunding Revenue Bonds - Series 2006B	\$ -	\$ 98,150,000	\$ 102,235,000
2nd Senior Refunding Revenue Bonds - Series 2006E	-	98,150,000	102,235,000
2nd Senior Refunding Revenue Bonds - Series 2006F	-	98,150,000	102,235,000
2nd Senior Refunding Revenue Bonds - Series 2007A	-	28,980,000	33,225,000
2nd Senior Refunding Revenue Bonds - Series 2011A	362,635,000	401,055,000	437,180,000
2nd Senior Revenue Bonds - Series 2011B	54,325,000	155,860,000	157,285,000
2nd Senior Revenue Bonds - Series 2017A	456,070,000	-	-
2nd Senior Refunding Revenue Bonds - Series 2017B	23,930,000	-	-
2nd Senior Revenue Bonds - Series 2017C	312,840,000	-	-
2nd Senior Refunding Revenue Bonds - Series 2017D	275,680,000	-	-
2nd Senior Refunding Revenue Bonds - Series 2017E	95,835,000	-	-
Total Outstanding Bonds	\$ 1,581,315,000	\$ 880,345,000	\$ 934,395,000

On February 8, 2017, the OTA closed on the delivery of \$456.1 million in Series 2017A Second Senior Revenue Bonds and \$23.9 million in Series 2017B Second Senior Refunding Revenue Bonds. The Series 2017A&B Bonds were issued to finance a portion of the capital costs of certain Turnpike projects and improvements and to refund the Series 2007A bonds. These bonds were structured as tax-exempt fixed rate "AA-" bonds. The net present value savings recognized through the refunding was approximately \$1.5 million. The OTA's total all-in-cost of capital for this transaction was just under 4.0%.

On December 21, 2017, the OTA closed on the delivery of \$312.8 million in Series 2017C Second Senior Revenue Bonds, \$275.7 million in Series 2017D and \$95.8 million in Series 2017E Second Senior Refunding Revenue Bonds. The Series 2017CDE Bonds were issued to finance a portion of the capital costs of certain Turnpike projects and improvements, to refund the Series 2006BEF Bonds and terminate the associated 2006 Swaps and to partially refund the Series 2011B Bonds. These bonds were structured as tax-exempt fixed rate "AA-" bonds. The combined net present value savings recognized through the refunding was approximately \$9.4 million. The OTA's total all-in-cost of capital for this transaction was just over 3.75%.

The OTA has other long-term debt to fund a portion of the revenue bond reserve requirement related to the second senior bonds. In conjunction with the terms of the loan agreement with U.S. Bank, the proceeds from this transaction are invested in a certificate of deposit. The loan was amended and restated with similar terms. On December 1, 2017, the maximum annual debt service requirements were such that only \$15.0 million was currently necessary to satisfy reserve requirements. Interest paid in 2017 on this loan was under \$0.3 million.

In 2016, the Authority executed a supplemental agreement to its prevailing Trust Agreement, dated February, 1, 1989, and as amended with supplements thereto, with Bank of Oklahoma, N.A. as Trustee. This supplement authorized the issuance of a Second Senior Revenue Bond Series 2016A in the principal amount not to exceed \$90.0 million. The unregistered Series 2016A Bond was issued as a single bond to Wells Fargo Bank, N.A. (Wells Fargo) for the sole purpose of securing the payment obligations of the Authority under the revolving credit agreement the Authority entered into with Wells Fargo on June 1, 2016, and as amended, to provide interim financing for identified Turnpike projects.

Proceeds received through these borrowings were deposited to the 2016A Construction Fund. On February 9, 2017, with the proceeds of the 2017A Bonds, the Wells Fargo Line of Credit of \$54.7 million was retired.

For more detailed information on the OTA's long-term debt activity, please refer to the disclosures in the notes to the financial statements on pages 37-41 of this report.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

According to the "Oklahoma Economic Report," a publication of the Office of the State Treasurer, 2017 calendar year gross receipts for the State of approximately \$11.5 billion increased approximately \$667.6 million as compared to the previous calendar year. This increase was a positive contrast to the two previous consecutive calendar years of contraction. For the 2016 calendar year, gross receipts decreased 3% when compared to the previous calendar year. Although the previous year did show a contraction, 2017 showed across-the-board growth, with an encouraging trend line. With the rate of increase generally trending higher, monthly receipts during the calendar year exceeded the same month of the prior year in all but one month. For the calendar year, growth ranged from 53.4% in gross production taxes to 2.6% in combined individual and corporate income tax receipts. The State will have approximately \$360.0 million more to appropriate this year. In fact, if revenue collections are strong through June 2018, Oklahoma may not have a budget deficit next year. Since the OTA does not receive appropriations, the OTA is not directly affected by these fluctuations. The state unemployment rate for December 2017 was 4.1%, consistent with the national rate and with continued improvement expected.

In view of realized and expected labor market conditions and inflation, the Federal Open Market Committee (FOMC) over the course of 2017 decided to maintain the federal funds rate at 1 1/4 to 1 1/2 percent. As a result of what has become known as the Great Recession, the federal funds rate was held near zero for a seven year period in order to stimulate and sustain economic recovery. According to the FOMC statement released by the Federal Reserve January 31, 2018, information received since December indicates that the labor market has continued to strengthen, and economic activity has been rising at a solid

rate. Gains in employment, household spending, and business fixed investment have been solid, and the unemployment rate has stayed low. On a 12-month basis, both overall inflation and inflation for items other than food and energy have continued to run below 2.0%. The December 2017 unemployment rate of 4.1% marks one of the lowest levels experienced within the past 20 years and are below pre-recession levels.

As noted previously, total toll transactions for 2017 reported just above 183.9 million, a slight decrease of 0.7% when compared to 2016 transactions of 185.2 million. Flat traffic growth was anticipated by the OTA's traffic and revenue consultants, for the year as a resulting factor from the 12.0% toll increase. Although total traffic remained flat, heavy truck traffic increased by 5.5%. When comparing total traffic of 2017 to 2015, the OTA has experienced an overall increase of 3.7% due to the combination of dropping fuel prices and increased traffic on the urban widening projects during 2016. Year-to-date net toll revenues for 2017 were approximately \$300.8 million, an increase of 13.5% when compared to the previous year of \$265.1 million and a 17.5% increase when compared to 2015 net toll revenues. The 2017 net toll revenues exceeded budgeted projections by 0.9%. In 2018, toll revenues are projected to exceed \$310.5 million, receiving a boost from a system wide toll increase of 2.5% which became effective January 3, 2018, following the March 1, 2017 toll increase of 12%. The OTA will continue to closely monitor and adjust revenue expectations and expenses as deemed necessary.

With these economic conditions in mind, the OTA's 2018 Annual Budget, adopted by the Authority in December, 2017, includes approximately \$94.9 million for the Operating and Maintenance budget and \$99.2 million for capital projects funded through the Reserve Maintenance Fund and General Fund budgets. The OTA's 2018 Annual Budget reflects the Authority's commitment to patron safety and responsiveness to both current economic conditions and patron expectations.

CONTACTING THE OTA'S FINANCIAL MANAGEMENT

This financial report is designed to provide OTA's bondholders, patrons and other interested parties with a general overview of the OTA's finances and to demonstrate the OTA's accountability for the money it receives. Questions about this report or requests for additional financial information should be addressed to the Oklahoma Turnpike Authority's Controller Division, P. O. Box 11357, Oklahoma City, OK 73136-0357.

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STATEMENTS OF NET POSITION, DECEMBER 31, 2017 AND 2016

Assets:	2017	2016
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 98,422,132	\$ 63,399,519
Investments-unrestricted (note 3)	11,947,420	12,012,900
Cash and cash equivalents-restricted (note 3)	720,910,996	81,844,153
Investments-restricted (note 3)	59,717,475	60,886,129
Accounts receivable (note 13)	7,912,029	12,252,874
Accrued interest receivable-unrestricted	46,875	46,875
Accrued interest receivable-restricted	238,526	1,720,539
Tag inventory	2,945,346	2,424,382
Materials inventory	5,687,091	5,379,030
Prepaid expenses	331,614	584,407
Total current assets	908,159,504	240,550,808
Noncurrent assets:		
Cash and cash equivalents-restricted (note 3)	53,374,767	16,880,680
Investments-restricted (note 3)	119,988,595	123,631,475
Total noncurrent cash, cash equivalents and investments	173,363,362	140,512,155
Capital assets: (note 4)		
Depreciable, net	887,741,183	919,211,373
Land	221,993,945	184,419,417
Construction work in progress	308,200,056	183,956,680
Net capital assets	1,417,935,184	1,287,587,470
Revenue bond issuance costs, net of accumulated amortization of \$92,976 in 2016 (note 1)	-	48,510
Total noncurrent assets	1,591,298,546	1,428,148,135
Total assets	2,499,458,050	1,668,698,943
Deferred outflows of resources:		
Unamortized net deferred debit on refunding (note 7)	97,209,151	55,464,000
Accumulated change in fair value of hedging derivative (note 7)	-	47,597,366
Related to pensions (note 10)	4,753,522	11,274,058
Total deferred outflows of resources	101,962,673	114,335,424
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 13)	15,561,938	21,654,488
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 13)	15,556,294	6,656,785
Accrued interest payable	21,154,834	15,007,200
Unearned revenue	32,193,665	29,149,803
Arbitrage rebate payable to U.S. Treasury	-	274,748
Current long-term debt and short-term debt (note 7 and 8)	73,039,991	126,204,991
Total current liabilities	157,506,722	198,948,015
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 13)	1,416,958	1,542,813
Net pension and opeb liability (note 10)	6,532,125	10,876,456
Long-term debt, net of unamortized net premiums of \$174,455,775 and \$54,914,380 in 2017 and 2016, respectively (note 7)	1,697,730,784	878,754,389
Payable to Department of Transportation (note 12)	53,705,872	53,262,639
Derivative instrument liability (note 7)	-	47,597,366
Total noncurrent liabilities	1,759,385,739	992,033,663
Total liabilities	1,916,892,461	1,190,981,678
Deferred inflows of resources:		
Related to pensions (note 10)	1,133,782	4,030,068
Net position:		
Net investment in capital assets	341,664,009	341,524,651
Restricted for debt service	170,853,638	138,213,805
Restricted for reserve maintenance	56,302,038	38,684,010
Unrestricted	114,574,795	69,600,155
Total net position	\$ 683,394,480	\$ 588,022,621
Commitments and contingencies (note 14 and 15)	-	-

See accompanying notes to financial statements

**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION,
YEARS ENDED DECEMBER 31, 2017 AND 2016**

	<u>2017</u>	<u>2016</u>
Operating revenues:		
Tolls	\$ 300,811,854	\$ 265,063,859
Concessions	<u>2,390,050</u>	<u>2,276,852</u>
Total operating revenues	303,201,904	267,340,711
Operating expenses:		
Toll Operations	19,494,627	19,291,059
Turnpike Maintenance	21,622,724	20,844,404
Engineering	3,175,199	4,548,361
Construction	600,194	-
Highway Patrol	18,616,184	20,255,789
PIKEPASS Customer Service	18,556,973	15,124,726
Administrative Services	1,742,820	1,718,202
Information Technology	6,208,333	5,540,830
Controller	1,289,977	1,117,163
Finance and Revenue	6,990,086	2,239,774
Executive	3,589,516	3,286,426
Authority	<u>1,483</u>	<u>5,608</u>
Total operating expenses before depreciation and amortization	<u>101,888,116</u>	<u>93,972,342</u>
Operating income before depreciation and amortization	201,313,788	173,368,369
Depreciation and amortization	<u>(86,981,592)</u>	<u>(87,935,016)</u>
Operating income	<u>114,332,196</u>	<u>85,433,353</u>
Non-operating revenues (expenses):		
Interest earned on investments	5,918,876	4,427,143
Net increase in fair value of investments	2,307,197	1,185,737
Interest expense on revenue bonds outstanding	(33,840,900)	(39,195,542)
Other revenues	<u>6,654,490</u>	<u>5,246,331</u>
Net non-operating expenses	<u>(18,960,337)</u>	<u>(28,336,331)</u>
Change in net position	95,371,859	57,097,022
Total net position, beginning of the year	<u>588,022,621</u>	<u>530,925,599</u>
Total net position, end of the year	<u>\$ 683,394,480</u>	<u>\$ 588,022,621</u>

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2017 AND 2016

	2017	2016
Cash flows from operating activities:		
Receipts from patrons	\$ 303,121,425	\$ 267,377,965
Receipts from concessionaires	2,427,196	2,332,889
Receipts from other sources	5,821,425	4,672,829
Payments to service providers	(59,357,305)	(59,650,344)
Payments to employees	(34,249,681)	(34,182,073)
Net cash flows provided by operating activities	217,763,060	180,551,266
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	46,960,452	46,250,246
Payments to the Department of Transportation (ODOT)	(46,960,452)	(46,250,246)
Interest earned and recorded as payable to the ODOT	443,233	351,173
Net cash flows provided by noncapital financing activities	443,233	351,173
Cash flows from capital and related financing activities:		
Issuance of long-term debt	1,164,355,000	-
Transfer to escrow for defeased bonds	(419,034,758)	-
Increase in excess escrow receivable	(1,102)	-
Premiums on issuance of long-term debt	131,098,941	-
Payments to terminate swap agreements	(41,265,000)	-
Payment of bond issuance costs	(5,659,447)	-
Increase in bond issuance costs payable	152,000	-
Principal payment to retire long-term debt	(56,505,000)	(54,050,000)
Revolving credit agreement (repayment) proceeds	(54,700,000)	54,700,000
Interest paid on outstanding debt	(46,471,034)	(41,452,972)
Acquisition and construction of capital assets	(194,339,050)	(164,203,239)
Proceeds from disposal of capital assets	436,348	482,681
Net cash flows provided by (used in) capital and related financing activities	478,066,898	(204,523,530)
Cash flows from investing activities:		
Purchase of investments	(44,980,155)	(68,938,679)
Proceeds from sales and maturities of investments	52,164,366	140,263,930
Interest received	7,400,889	4,438,305
(Decrease) increase in arbitrage funds payable to U. S. Treasury	(274,748)	56,273
Net cash flows provided by investing activities	14,310,352	75,819,829
Net increase in cash and cash equivalents	710,583,543	52,198,738
Cash and cash equivalents, January 1 (including \$98,724,833 and \$89,941,081 for 2017 and 2016 respectively, reported in restricted assets)	162,124,352	109,925,614
Cash and cash equivalents, December 31 (including \$774,285,763 and \$98,724,833 for 2017 and 2016 respectively, reported in restricted assets)	\$ 872,707,895	\$ 162,124,352

See accompanying notes to financial statements

(Continued)

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2017 AND 2016

	<u>2017</u>	<u>2016</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ <u>114,332,196</u>	\$ <u>85,433,353</u>
Adjustments to reconcile operating income to net cash provided by operating activities:		
Utilization of toll credits		
Depreciation and amortization	86,981,592	87,935,016
Payment of bond issuance costs	5,659,447	-
Other non-operating revenue	6,977,506	4,956,831
Changes in assets and liabilities:		
(Increase) decrease in accounts receivable	(1,970,051)	918
Decrease (increase) in prepaid expense	252,793	(27,858)
(Increase) decrease in tag inventory	(520,964)	165,081
(Increase) in materials inventory	(308,061)	(311,969)
(Increase) in deferred outflow - pensions	(3,172,187)	(3,264,101)
Increase net pension liability	2,452,106	2,061,101
Increase in accounts payable and accrued expenses	4,034,821	1,376,747
Increase in unearned revenue	<u>3,043,862</u>	<u>2,226,147</u>
Total adjustments	<u>103,430,864</u>	<u>95,117,913</u>
Net cash flows provided by operating activities	\$ <u><u>217,763,060</u></u>	\$ <u><u>180,551,266</u></u>
Noncash investing, capital, and financing items:		
Gain on disposal of capital assets	\$ 323,016	\$ 289,500
Unrealized gain on investments	2,282,955	1,085,935
Increase (decrease) in net deferred debit	41,745,151	(6,038,066)
Increase in deferred outflows related to pensions	9,692,723	(3,037,304)
(Decrease) increase in net pension liability related to pension deferrals	(6,796,437)	4,813,779
(Decrease) in derivative instrument liability	(47,597,366)	(10,137,076)
(Decrease) in deferred inflows related to pensions	(2,896,286)	(1,776,475)

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS, YEARS ENDED DECEMBER 31, 2017 AND 2016

NOTE 1. NATURE OF THE ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Oklahoma Turnpike Authority (the Authority), have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Authority has adopted the pronouncements of the Governmental Accounting Standards Board (GASB), which is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Authority's accounting policies are described below:

A. REPORTING ENTITY

The Oklahoma Turnpike Authority is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic created by statute in 1947. The Authority is authorized to construct, maintain, repair, and operate turnpike projects at locations authorized by the Legislature of the State of Oklahoma and approved by the State Department of Transportation. The Authority receives its revenues from turnpike tolls and a percentage of the turnpike concession sales. The Authority may issue Turnpike Revenue Bonds for the purpose of paying the costs of turnpike projects and Turnpike Revenue Refunding Bonds for the purpose of refunding any bonds of the Authority then outstanding. Turnpike Revenue Bonds are payable solely from the tolls and other revenues of the Authority and do not constitute indebtedness of the State.

The Authority is a component unit of the State and is combined with other similar funds to comprise the Enterprise Funds of the State. The Authority's governing body consists of the Governor (ex-officio) and six members who are appointed by the Governor, by and with the consent of the State Senate. The Governor may remove any member of the Authority, at any time, with or without cause. The members are appointed to represent defined geographical districts and to serve without pay for terms of eight years. The Authority has full control over all operations, but must comply with certain bond indentures and Trust Agreements. The Authority employs an Executive Director to manage the day-to-day operations.

In evaluating how to define the Authority, for financial reporting purposes, management has determined that there are no entities over which the Authority exercises significant influence. Significant influence or accountability is based primarily on operational or financial relationships with the Authority. Since the Authority does not exercise significant influence or accountability over other entities, it has no component units.

B. BASIS OF ACCOUNTING

The operations of the Authority are accounted for as an enterprise fund on an accrual basis in order to recognize the flow of economic resources. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized, and all assets and liabilities associated with the operation of the Authority are included in the Statements of Net Position. The principal revenues of the Authority are toll revenues received from patrons. Deposits of prepayments from *PIKEPASS* patrons are recorded as unearned revenue on the Statements of Net Position and are recognized as toll revenue when earned. The Authority also recognizes as operating revenue the rental fees received from concessionaires from operating leases on concession property. Operating expenses for the Authority include the costs of operating the turnpikes, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The prevailing Trust Agreement dated February 1, 1989, and all supplements thereto (the Trust Agreement) require that the Authority adopt generally accepted accounting principles for government entities, but it also requires that certain funds and accounts be established and maintained. The Authority consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

C. CHANGES IN ACCOUNTING

The Authority adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 72 "Fair Value Measurement and Application" (GASB 72) for the year ended December 31, 2016. GASB 72 addresses accounting and financial reporting issues related to fair value measurements. Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. GASB 72 requires a government to use valuation techniques that are appropriate under the circumstances and for which sufficient data are available to measure fair value. GASB 72 also establishes a hierarchy of inputs to valuation techniques used to measure fair value. See Note 3 for information pertaining to GASB 72 as it relates to investments. See Note 7 for information pertaining to GASB 72 as it relates to the derivative instrument liability. No restatement was necessary for the implementation of GASB 72.

D. BUDGET

Operating budgets are adopted on a modified accrual (non-GAAP) basis for Revenue Fund expenses, Reserve Maintenance Fund deposits and General Fund project expenses. Project-length financial plans are established

for all Reserve Maintenance and General Fund projects and for all new construction projects. All non-project related, unexpended budget amounts lapse at calendar year end. Expenses are recognized in the period in which they are paid rather than the period in which they are incurred for budgetary control purposes. Depreciation is not recognized as an expense, but capital outlays are recognized as expenses for budgetary control purposes. These expenses are reclassified for the purpose of preparing financial reports in accordance with GAAP. See additional information regarding legal compliance for budgets in Note 2.

E. CASH, CASH EQUIVALENTS AND INTEREST

Cash includes amounts in demand deposits. Cash equivalents include all highly liquid deposits with an original maturity of three months or less when purchased. These deposits are fully collateralized or covered by federal deposit insurance. The carrying amount of the investments is fair value. The net change in fair value of investments is recorded on the Statements of Revenues, Expenses and Changes in Net Position and includes the unrealized and realized gains and losses on investments.

F. INVENTORY

Inventories of *PIKEPASS* transponders are valued at the lower of cost or market using the first-in-first-out method. These inventories are charged to expense during the period in which they are consumed, in accordance with the consumption method.

Inventories of turnpike maintenance materials and supplies are valued at the lower of cost or market using the average cost method. These inventories are charged to expense in the period in which the maintenance or repair occurs.

G. RESTRICTED ASSETS

Certain proceeds of the Turnpike Revenue Bonds are restricted by applicable bond covenants for construction or set aside as reserves to ensure repayment of the bonds. Certain assets advanced to the Authority monthly from motor fuel excise taxes are restricted in accordance with the Trust Agreement for the purpose of paying debt interest and principal if other available sources are not sufficient (see Note 12). Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying debt interest and principal payments that are due on a semi-annual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Limited types of

expenses may be funded from these restricted accounts. When funds are not sufficiently available in these restricted accounts, or if expenses do not meet these standards, expenses are funded from unrestricted accounts. The funds and accounts are established as follows:

- The “Senior Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the senior lien revenue bonds.
- The “Subordinate Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the subordinate lien revenue bonds.
- The “Senior Bond Reserve Accounts” are established for the purpose of paying interest and maturing principal in the event that monies held in the “Senior Bond Interest and Sinking Accounts” and “Turnpike Trust Fund,” and monies available in the “General Fund” and “Reserve Maintenance Fund” are insufficient for such purpose.
- The “Subordinate Bond Reserve Account” is established for the purpose of paying interest and maturing principal in the event that monies held in the “Subordinate Bond Interest and Sinking Accounts” and “Turnpike Trust Fund,” and monies available in the “General Fund” and “Reserve Maintenance Fund” are insufficient for such purpose.
- The “Turnpike Trust Fund” is established for the purpose of depositing and segregating the apportionments of motor fuel excise taxes by the Oklahoma Tax Commission derived from fuel consumed on all Authority turnpikes and can be used only to compensate for any deficiency in the monies otherwise available for the payment of bond interest and principal (see Note 12).
- The “Reserve Maintenance Fund” is established for the purpose of applying and holding monies in reserve to pay the cost of resurfacing, extraordinary maintenance or repairs, engineering expenses, insurance premiums or self-insurance reserves and interest and maturing principal if monies in the “Senior Bond Interest and Sinking Accounts” and “Subordinate Bond Interest and Sinking Accounts” are insufficient for such purposes.
- The “Construction Funds” are established for the purpose of holding bond proceeds and other financing sources to be used to pay the costs of turnpike construction or improvements.

The Authority has also established the following additional funds by policy for the purpose of restricting monies for which the Authority is liable to others:

- The “Arbitrage Rebate and Interest Fund” is established for the purpose of holding and paying arbitrage investment earnings to the U.S. Treasury as a result of investing tax exempt bond proceeds at rates of return exceeding the maximum amount that is permitted under the applicable tax code.
- The “PIKEPASS Prepayment Fund” is established for the purpose of receiving and holding prepayments received from turnpike patrons using the electronic vehicle identification method of paying tolls.

H. COMPENSATED ABSENCES

Vested or accumulated vacation leave is recorded as an expense and a liability as the benefits accrue to employees. The portion that is estimated to be due within one year is included with the current liabilities. There are no accumulating sick leave benefits that vest for which any liability must be recognized.

I. CAPITAL ASSETS

All capital assets are stated at cost. Capital assets are defined as assets with initial, individual costs exceeding \$5,000 to \$25,000 depending on asset category. Depreciation is computed on the straight-line method over the following estimated useful lives:

Roads and bridges	30 years
Improvements	5-30 years
Buildings	5-30 years
Equipment	3-7 years
Capitalized Interest	10-30 Years

A full month's depreciation is taken the month an asset is placed in service. When property and equipment are disposed, depreciation is removed from the respective accounts, and any resulting gain or loss is recorded.

Interest costs incurred on revenue bonds used to finance the construction or acquisition of assets are capitalized. The amount of interest capitalized is calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. As projects financed by these revenue bonds are finalized, the interest cost becomes eligible for capitalization on other qualified assets. The amount of interest capitalized to construction work in progress for these projects in 2017 was approximately \$17,120,000 (interest expense of \$18,173,000 offset by earnings of \$1,053,000) no interest expense for these bonds was incurred, nor capitalized, in 2016.

Additionally, the Authority allocates and capitalizes interest for other constructed assets by applying the cost of borrowing rate to qualifying assets. The Authority capitalized approximately \$1,823,000 and \$2,415,000 to CWIP in 2017 and 2016, respectively. Amortization of capitalized interest is included in depreciation expense. Approximately \$35,499,000 and \$40,407,000 in interest expense was incurred in 2017 and 2016, respectively.

J. DEFERRED OUTFLOWS OF RESOURCES OTHER THAN PENSIONS

In addition to assets, the Statements of Net Position also include, deferred outflows of resources, which represents a consumption of net position that applies to future periods and will not be recognized as an outflow of resources or expense until then; deferred outflows of resources have a positive effect on net position. The unamortized net deferred debit on refunding represents the difference between the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt. At December 31, 2016, the deferred outflows of resources also included the accumulated change in fair value of hedging derivative results from the Authority's synthetic fixed rate swap agreements related to the Series 2006B-F bonds outstanding. Those bonds were refunded and defeased in 2017. See Note 7 for further discussion.

K. DEFERRED OUTFLOWS AND INFLOWS OF RESOURCES RELATED TO PENSIONS

As mentioned above, deferred outflows of resources are the consumption of net position that is applicable to future reporting periods and have a positive effect on net position. Deferred inflows of resources are the acquisition of net position that is applicable to future reporting periods; deferred inflows of resources have a negative effect on net position. For pension reporting purposes, collective pension expense includes the differences between expected and actual experience with regard to economic and demographic factors in the measurement of the total pension liability and the changes of assumptions about future economic or demographic factors or other inputs. These amounts are determined at the beginning of the current measurement period and amortized over a closed period equal to the average expected remaining service lives of all employees provided with pensions through the Oklahoma Public Employees Retirement Plan (the Plan). The portion of these amounts not included in collective pension expense is included in collective deferred outflows or inflows of resources related to pensions. Similarly, collective pension expense includes the difference between projected and actual earnings on pension plan investments amortized over a closed five-year period. The portion of these amounts not included in collective pension expense is included in collective deferred outflows or inflows of resources related to pensions. See Note 10 for further discussion.

L. PENSIONS

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. See Note 10 for further discussion.

M. NET BOND PREMIUMS AND BOND ISSUANCE COSTS

Net bond premiums are presented as additions to bonds payable on the Statements of Net Position and are amortized over the life of the bonds on a method that approximates the effective interest method. With the issuance of the Series 2017 Bonds, the Authority recognized premium additions of approximately \$131,099,000 in 2017. Amortization expense related to net bond premiums was approximately \$6,301,000 and \$4,835,000 for 2017 and 2016, respectively. Amortization expense is a component of interest expense on revenue bonds outstanding on the Statements of Revenues, Expenses and Changes in Net Position.

At December 31, 2016, the Statement of Net Position included capitalized bond issuance costs related to prepaid insurance. With the 2017 refunding of the Series 2007A Bonds, the capitalized bond issuance costs were removed from the Statements of Net Position and considered in the calculation of the corresponding net deferred debit related to this transaction. Depreciation and amortization expense includes amortization of bond issuance costs of approximately \$800 and \$10,000 for 2017 and 2016, respectively.

N. ARBITRAGE REBATE PAYABLE

The Tax Reform Act of 1986 imposed additional restrictive regulations, reporting requirements and arbitrage rebate liability on issuers of tax-exempt debt. This Act requires the remittance to the Internal Revenue Service (IRS) of 90% of the cumulative rebatable arbitrage within 60 days of the end of each five-year reporting period following the issuance of governmental bonds. With the 2017 refunding of the Series 2007A Bonds, the Authority made its final installment payment of rebatable arbitrage related to these bonds in the amount of approximately \$282,000. The cumulative arbitrage rebate liability at December 31, 2016 was approximately \$275,000; at December 31, 2017, the other outstanding issues currently reflect negative arbitrage, and accordingly, no liability is due.

O. INCOME TAXES

The Authority is an instrumentality of the State of Oklahoma. As such, income earned in exercising its essential government functions is exempt from state or federal income taxes.

P. ESTIMATES

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

NOTE 2. LEGAL COMPLIANCE BUDGETS

On or before October 10 each year the Authority is required to prepare a preliminary budget of current expenses, monthly deposits to the Reserve Maintenance Fund, and the purposes for which the monies held in the Reserve Maintenance Fund will be expended for the ensuing year. Copies of the preliminary budget must be filed with the bond Trustee and each depository, and mailed to the consulting engineers, traffic engineers and all bondholders who have filed their names and addresses with the Secretary and Treasurer of the Authority. If the Trustee or the owners of 5% in aggregate principal amount of outstanding bonds request the Authority in writing on or before November 1 in such a year, the Authority shall hold a public hearing on or before November 20. The Authority is required by the Trust Agreement to adopt a final budget on or before December 1 of each year. The budget is prepared by division at the object detail level, and includes information regarding the preceding year. Project-length financial plans are established for all new construction projects.

The Authority may not expend any amount or incur any obligations for maintenance, repairs and operations in excess of the total amount of the budgeted expenses in the Revenue Fund unless the funding source is other than revenues received from the Turnpike System. The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the budget of monthly deposits. The Director is authorized to approve all line item and inter-division budget transfers. Budget amendments must be approved by the governing body in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2017 or 2016.

NOTE 3. DEPOSITS AND INVESTMENTS

Deposits. At December 31, 2017 and 2016, the carrying amounts of the Authority's cash deposits were \$17,476,220 and \$12,756,395 respectively. The bank balances were \$18,470,066 and \$13,660,639 respectively. At December 31, 2017 and 2016, the carrying amount and bank balances of the Authority's cash equivalents were \$855,231,675 and \$149,367,957 respectively. Under the terms of the Trust Agreement, all monies deposited with the Trustee in excess of the amount insured by the Federal Deposit Insurance Corporation shall be continuously secured with collateralized securities held by the Authority's agent in the Authority's name. The Authority has complied with the terms of the Trust Agreement in 2017 and 2016.

Investments. The fair values of the Authority's investments at December 31, 2017 and 2016, were \$191,653,490 and \$196,530,504 and, respectively.

Credit Risk. The Trust Agreement establishes the investment policy for the Authority. Under the terms of the Trust Agreement, the Authority can invest in (a) government obligations, federally issued or guaranteed bonds, debentures or notes; (b) defeased municipal obligations; (c) repurchase agreements meeting certain conditions defined in the Authority's Trust Agreement; (d) certificates of deposit and time deposits in, or interests in money market portfolios meeting certain conditions defined in the Authority's Trust Agreement; (e) commercial paper; (f) obligations and full faith and credit obligations of state or local government issuers; (g) shares of stock in a corporation that is a regulated investment company and invests all of its assets in government obligations; and/or (h) any unsecured or secured agreement with the Federal National Mortgage Association (FNMA) or any bank, trust company or national banking association or a corporation meeting certain conditions defined in the Authority's Trust Agreement. The Authority's 2017 and 2016 investments in Federal Home Loan Bank (FHLB) debt securities were rated Aaa by Moody's Investor Services (Moody's). The Authority's 2017 and 2016 investments in FNMA debt securities were rated Aaa by Moody's and AAA by Fitch Rating (Fitch). The Authority's 2017 and 2016 investments in Federal Home Loan Mortgage Corporation (FHLMC) debt securities were rated Aaa and AAA by Moody's and Fitch, respectively. All of the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U.S. Government. The Authority also has an investment policy for funds not pledged as security under the Trust Agreement. Under this policy, which currently applies only to the Prepaid *PIKEPASS* Fund, these funds can be invested in equity securities, fixed income securities and cash equivalents. The portfolio must be invested with a minimum investment in equity securities of 30% and a maximum of 50% and a minimum investment in fixed income securities of 50% and a maximum of 70%. For equity

securities, the ownership of stock of any one issuer is limited to no more than 10% or the percentage of its weighting in the S&P 500 Index, whichever is higher, of the total equity assets of the portfolio. No securities of common stock in non-public corporations, short sales, letter or restricted stock and buying and selling on margin may be purchased. Fixed income securities with a single issuer, with the exception of the U.S. government and its fully guaranteed agencies, must not exceed 10% of the portfolio's market value; total exposure to any one industry shall not exceed 30% of the portfolio's market value. Corporate debt issues must meet or exceed an A credit rating from Moody's and S&P. No fixed income securities of convertible bonds, denominated foreign debt, private placements, fixed income and interest rate futures and other specialized investments may be purchased. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2017 and 2016.

Interest Rate Risk. The Trust Agreement also specifically defines the maturity periods for each of the Authority's funds and accounts (see Note 1(G)). These maturity limits range from 6 months to 7 years. For funds not pledged as security under the Trust Agreement, the average maturity of fixed income securities should not exceed 10 years. The Authority has no other policies limiting investment maturities. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2017 and 2016.

Concentration of Credit Risk. Except as previously noted for the Prepaid *PIKEPASS* Fund, there is no limit on the amount the Authority may invest in any one issuer. The Authority's investments in certificates of deposit were 7.8% and 7.7% of total investments at December 31, 2017 and 2016, respectively. The Authority also has a significant investment in a JPMorgan Chase Bank (JPMorgan) repurchase agreement, representing 26.6% and 25.9% of total investments at December 31, 2017 and 2016, respectively. This repurchase agreement bears a yield equal to the rate of 5.991%. If the rating of unsecured senior long-term debt obligations of JPMorgan falls below A by Moody's or S&P, then the repurchase agreement can be collateralized with additional securities, transferred with the consent of the Trustee to another entity with long-term senior unsecured debt rated at A or better by Moody's and S&P, or terminated if neither of the above conditions are met. Certain JPMorgan unsecured senior long-term debt is rated Aa3 by Moody's and A+ by S&P. Wells Fargo Bank Minnesota, N.A., correspondent custodian, holds the collateral for this agreement directly for the benefit of the customers of the custodian, Bank of Oklahoma N.A. The transaction matures every 30 days and is automatically renewed until January 1, 2022. The terms of this repurchase agreement are governed by the Master Repurchase Agreement between JPMorgan and Bank of Oklahoma, N.A., Trustee, as supplemented by the letter agreement dated May 23, 2002.

The Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The Authority has the following recurring fair value measurements as of December 31, 2017:

Fair Value Measurements as of December 31, 2017						
Description	Level 1	Level 2	Level 3	Total Investments	Investment Concentration %	
U.S. Treasuries	\$ 92,171,795	\$ -	\$ -	\$ 92,171,795	48.1%	
FHLB debt securities	2,972,460	-	-	2,972,460	1.6%	
FNMA debt securities	-	-	-	-	-	
Open-end funds	16,958,575	-	-	16,958,575	8.8%	
Exchange-traded funds	7,647,750	-	-	7,647,750	4.0%	
Certificates of deposit	-	15,000,000	-	15,000,000	7.8%	
U.S. Treasury SLGS	-	-	27,300	27,300	-	
Repurchase agreement	-	-	50,936,450	50,936,450	26.6%	
FHLMC debt securities	5,939,160	-	-	5,939,160	3.1%	
Total	\$ 125,689,740	\$ 15,000,000	\$ 50,963,750	\$ 191,653,490		

Fair Value Measurements as of December 31, 2016						
Description	Level 1	Level 2	Level 3	Total Investments	Investment Concentration %	
U.S. Treasuries	\$ 99,636,703	\$ -	\$ -	\$ 99,636,703	50.7%	
FHLB debt securities	2,956,620	-	-	2,956,620	1.5%	
FNMA debt securities	-	-	-	-	-	
Open-end funds	15,481,808	-	-	15,481,808	7.9%	
Exchange-traded funds	6,462,003	-	-	6,462,003	3.3%	
Certificates of deposit	-	15,099,000	-	15,099,000	7.7%	
U.S. Treasury SLGS	-	-	27,300	27,300	-	
Repurchase agreement	-	-	50,936,450	50,936,450	25.9%	
FHLMC debt securities	5,930,620	-	-	5,930,620	3.0%	
Total	\$ 130,467,754	\$ 15,099,000	\$ 50,963,750	\$ 196,530,504		

Investments classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for those securities.

Investments classified in Level 2 of the fair value hierarchy are valued using significant other observable inputs. For the certificates of deposit in this category this includes quoted prices for similar, but not identical, assets in active markets, as well as quoted prices for similar assets in inactive markets.

Investments classified in Level 3 of the fair value hierarchy are valued using unobservable inputs for the asset. The U.S. Treasury SLGS is non-marketable and has a stated interest rate of 0.0%. As of December 31, 2017 and 2016, fair value is considered comparable to par value. As previously noted, for the repurchase agreement, investment value is defined by the agreement and bears a yield equal to the rate of 5.991%. This agreement includes a provision to require collateral if the provider's long-term debt rating is reduced, and as such, can be affected indirectly by market changes. As of December 31, 2017 and 2016, fair value is considered comparable to the value defined by the terms of the repurchase agreement.

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2017

	Applicable Interest Rate		Purchase Date	Maturity Date	Original Cost	Fair Value	GASB 72 Level
Unrestricted:							
General Fund:							
Blackrock Liq Fedfd-Csh	0.770	%	12/31/2017	Demand	\$ 69,245,702	\$ 69,245,702	1
Invesco Stit Treas-Inst	1.220		12/31/2017	Demand	81,407	81,407	1
FHLB	1.000		2/19/2016	2/26/2021	1,000,000	990,820	1
U.S. Treasury Notes	1.375		5/14/2015	4/30/2020	3,974,063	3,951,120	1
U.S. Treasury Notes	1.500		10/20/2014	8/31/2018	5,065,039	4,994,450	1
U.S. Treasury Notes	0.875		7/5/2016	7/31/2019	1,006,133	985,000	1
U.S. Treasury Notes	1.375		7/14/2014	7/31/2018	998,867	998,730	1
U.S. Treasury SLGS	0.000		11/30/1990	2/21/2021	27,300	27,300	3
					81,398,511	81,274,529	
Revenue Fund:							
Blackrock Liq Fedfd-Csh	0.770		12/31/2017	Demand	20,232,684	20,232,684	1
Total unrestricted cash equivalents & investments					101,631,195	101,507,213	
Restricted:							
Reserve Maintenance Fund:							
Blackrock Liq Fedfd-Csh	0.770	%	12/31/2017	Demand	25,117,203	25,117,203	1
Invesco Stit Treas-Inst	1.220		12/31/2017	Demand	177,774	177,774	1
FHLB	1.000		2/19/2016	2/26/2021	2,000,000	1,981,640	1
FHLMC	1.250		5/17/2016	8/26/2019	2,000,000	1,988,180	1
FHLMC	1.500		5/31/2016	11/26/2019	3,000,000	2,988,810	1
U.S. Treasury Notes	0.875		2/25/2015	1/15/2018	3,989,844	3,999,520	1
U.S. Treasury Notes	1.375		5/14/2015	4/30/2020	3,974,063	3,951,120	1
U.S. Treasury Notes	1.375		7/6/2016	9/30/2020	4,085,781	3,939,640	1
U.S. Treasury Notes	0.625		7/5/2016	6/30/2018	4,005,781	3,983,600	1
U.S. Treasury Notes	0.875		7/5/2016	7/31/2019	4,024,531	3,940,000	1
U.S. Treasury Notes	1.500		5/14/2015	5/31/2019	2,015,860	1,990,280	1
U.S. Treasury Notes	1.000		5/14/2015	5/15/2018	4,008,906	3,994,520	1
					58,399,743	58,052,287	
Revenue Bond Reserve Accounts:							
Blackrock Liq Fedfd-Csh	0.770		12/31/2017	Demand	38,864,328	38,864,328	1
Invesco Stit Treas-Inst	1.220		12/31/2017	Demand	1,733,632	1,733,632	1
U.S. Treasury Bill	0.000		8/16/2017	8/16/2018	1,975,480	1,970,991	1
U.S. Bank CD	1.495		12/1/2017	12/1/2018	15,000,000	15,000,000	2
JP Morgan Chase Repo	5.991		5/23/2002	1/1/2022	50,936,450	50,936,450	3
U.S. Treasury Notes	1.375		7/6/2016	9/30/2020	3,064,336	2,954,730	1
U.S. Treasury Notes	0.625		7/5/2016	6/30/2018	3,004,336	2,987,700	1
U.S. Treasury Notes	0.875		7/5/2016	7/31/2019	3,018,398	2,955,000	1
U.S. Treasury Notes	1.000		5/30/2013	5/31/2018	4,998,047	4,990,050	1
U.S. Treasury Notes	1.375		5/30/2013	5/31/2020	1,983,051	1,974,700	1
U.S. Treasury Notes	1.375		8/16/2017	7/31/2019	2,001,797	1,985,160	1
					126,579,855	126,352,741	

(Continued)

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2017

	Applicable Interest Rate	Purchase Date	Maturity Date	Original Cost	Fair Value	GASB 72 Level
2011 Bond Service Accounts:						
Invesco Stit Treas-Inst	1.220 %	12/31/2017	Demand	\$ 49,126,326	\$ 49,126,326	1
2017 Bond Service Accounts:						
Cavanal Hill U.S. Treasury	0.000	12/31/2017	Demand	3,959,565	3,959,565	1
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	26,058,043	26,058,043	1
				30,017,608	30,017,608	
2017A Construction Fund:						
Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	266,570,321	266,570,321	1
2017C Construction Fund:						
Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	340,000,000	340,000,000	1
Turnpike Trust Fund:						
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	11,259,483	11,259,483	1
U.S. Treasury Bill	0.000	12/21/2017	6/21/2018	992,506	992,526	1
U.S. Treasury Bill	0.000	8/16/2017	8/16/2018	1,975,268	1,970,912	1
U.S. Treasury Bill	0.000	12/21/2017	3/22/2018	1,993,305	1,993,336	1
U.S. Treasury Bill	0.000	11/16/2017	11/8/2018	1,969,740	1,967,255	1
U.S. Treasury Bill	0.000	11/16/2017	5/17/2018	993,082	992,980	1
U.S. Treasury Notes	1.500	Various	10/31/2019	8,989,492	8,939,250	1
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	2,042,891	1,969,820	1
U.S. Treasury Notes	1.250	12/18/2015	12/15/2018	6,994,805	6,963,950	1
U.S. Treasury Notes	0.625	7/5/2016	6/30/2018	2,002,891	1,991,800	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	2,012,266	1,970,000	1
U.S. Treasury Notes	1.375	7/14/2014	7/31/2018	2,497,168	2,496,825	1
U.S. Treasury Notes	1.375	8/16/2017	7/31/2019	2,001,015	1,985,160	1
				45,723,912	45,493,297	
Prepaid PIKEPASS Fund:						
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	2,805,207	2,805,207	1
FHLMC	1.500	8/16/2016	8/28/2024	1,000,000	962,170	1
U.S. Treasury Notes	1.500	12/18/2015	10/31/2019	699,754	695,275	1
U.S. Treasury Notes	1.250	12/18/2015	12/15/2018	699,480	696,395	1
Vanguard 500 Index (open-end fund)	1.780	5/15/2014	Demand	4,596,196	8,376,933	1
Ishares MSCI Emerging Mkts (exchange-traded fund)	1.880	Various	Demand	306,646	358,112	1
Ishares Morgan Stanley Capital International Europe Asia Far East Index (exchange-traded fund)	2.570	Various	Demand	697,829	884,500	1
Ishares RSSLL Midcap Index (open-end fund)	1.520	Various	Demand	251,621	411,057	1
Ishares RSSLL 2000 ETF (exchange-traded fund)	1.260	Various	Demand	322,634	593,069	1
Ishares Core S&P Midcap (exchange-traded fund)	1.190	Various	Demand	359,926	639,559	1
Ishares Core S&P Smallcap 600 (exchange traded fund)	1.200	Various	Demand	443,964	960,125	1
Metropolitan West T/R Bd-1 (open-end fund)	2.140	10/10/2014	Demand	6,623,566	6,531,975	1
SPDR S&P 500 Depository Receipts (exchange-traded fund)	1.800	Various	Demand	2,286,854	4,212,385	1
Vanguard Intrmd Bd Indx-Inst (open-end fund)	2.650	9/28/2017	Demand	1,653,014	1,638,610	1
				22,746,691	29,765,372	
Total restricted cash equivalents & investments				<u>939,164,456</u>	<u>945,377,952</u>	
Cash balance (unrestricted & restricted)				<u>-</u>	<u>17,476,220</u>	
Total Cash, Cash Equivalents and Investments				<u>\$ 1,040,795,651</u>	<u>\$ 1,064,361,385</u>	

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2016

	Applicable Interest Rate		Purchase Date	Maturity Date	Original Cost	Fair Value	GASB 72 Level
Unrestricted:							
General Fund:							
Blackrock Liq Fedfd-Csh	0.040	%	12/31/16	Demand	\$ 40,175,366	\$ 40,175,366	1
FHLB	1.010		2/19/16	2/26/21	1,000,000	985,540	1
U.S. Treasury Notes	1.375		5/14/15	4/30/20	3,974,062	3,974,880	1
U.S. Treasury Notes	1.500		10/20/14	8/31/18	5,065,039	5,032,050	1
U.S. Treasury Notes	0.875		7/5/16	7/31/19	1,006,133	988,520	1
U.S. Treasury Notes	1.375		7/14/14	7/31/18	998,867	1,004,610	1
U.S. Treasury SLGS	0.000		11/30/90	2/21/21	27,300	27,300	3
					52,246,767	52,188,266	
Revenue Fund:							
Blackrock Liq Fedfd-Csh	0.040		12/31/16	Demand	17,607,201	17,607,201	1
Total unrestricted cash equivalents & investments					69,853,968	69,795,467	
Restricted:							
Reserve Maintenance Fund:							
Blackrock Liq Fedfd-Csh	0.040		12/31/16	Demand	1,874,862	1,874,862	1
U.S. Treasury Bill	0.000		6/1/16	5/25/17	2,970,450	2,971,197	1
FHLB	1.010		2/19/16	2/26/21	2,000,000	1,971,080	1
FHLMC	1.010		5/17/16	8/26/19	2,000,000	1,989,300	1
FHLMC	1.010		5/31/16	11/26/19	3,000,000	2,984,220	1
U.S. Treasury Notes	0.875		2/25/15	1/15/18	3,989,844	3,998,680	1
U.S. Treasury Notes	1.375		5/14/15	4/30/20	3,974,063	3,974,880	1
U.S. Treasury Notes	1.500		7/6/16	9/30/20	4,085,781	3,955,320	1
U.S. Treasury Notes	0.625		7/5/16	6/30/18	4,005,781	3,975,000	1
U.S. Treasury Notes	0.875		7/5/16	7/31/19	4,024,531	3,954,080	1
U.S. Treasury Notes	1.500		5/14/15	5/31/19	2,015,859	2,009,540	1
U.S. Treasury Notes	1.000		5/14/15	5/15/18	4,008,906	3,999,400	1
					37,950,077	37,657,559	
Revenue Bond Reserve Accounts:							
Blackrock Liq Fedfd-Csh	0.040		12/31/16	Demand	9,421,256	9,421,256	1
U.S. Bank CD	0.000		12/1/16	12/1/17	15,000,000	15,000,000	2
JP Morgan Chase Repo	5.991		5/23/02	1/1/22	50,936,450	50,936,450	3
U.S. Treasury Notes	0.875		8/26/14	8/15/17	3,989,375	4,004,160	1
U.S. Treasury Notes	1.500		7/6/16	9/30/20	3,064,336	2,966,490	1
U.S. Treasury Notes	0.625		7/5/16	6/30/18	3,004,336	2,981,250	1
U.S. Treasury Notes	0.875		7/5/16	7/31/19	3,018,398	2,965,560	1
U.S. Treasury Notes	1.000		5/30/13	5/31/18	4,998,047	4,999,050	1
U.S. Treasury Notes	1.375		5/30/13	5/31/20	1,983,051	1,987,700	1
					95,415,249	95,261,916	

(Continued)

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2016

	Applicable Interest Rate	Purchase Date	Maturity Date	Original Cost	Fair Value	GASB 72 Level
2006 Variable Rate Debt Service Account:						
Cavalan Hill U.S. Treasury	0.010 %	12/31/16	Demand	\$ 14,742,286	\$ 14,742,286	1
2007 Bond Service Account:						
Cavalan Hill U.S. Treasury	0.10	12/31/16	Demand	5,017,771	5,017,771	1
2011 Bond Service Account:						
Cavalan Hill U.S. Treasury	0.010	12/31/16	Demand	51,557,775	51,557,775	1
2016 Construction Fund:						
Cavalan Hill U.S. Treasury	0.010	12/31/16	Demand	10	10	1
Turnpike Trust Fund:						
Cavalan Hill U.S. Treasury	0.010	12/31/16	Demand	7,459,424	7,459,424	1
U. S. Treasury Bill	0.875	8/26/14	8/15/17	3,989,375	4,004,160	1
U. S. Treasury Bill	1.500	12/18/15	10/31/19	6,997,539	7,018,060	1
U. S. Treasury Notes	1.000	12/18/15	12/15/17	5,299,379	5,306,360	1
U. S. Treasury Notes	1.500	7/6/16	9/30/20	2,042,890	1,977,660	1
U. S. Treasury Notes	1.250	12/18/15	12/15/18	6,994,805	7,008,750	1
U. S. Treasury Notes	0.625	7/5/16	6/30/18	2,002,891	1,987,500	1
U. S. Treasury Notes	0.625	6/27/12	5/31/17	995,508	1,000,160	1
U. S. Treasury Notes	0.875	7/5/16	7/31/19	2,012,265	1,977,040	1
U. S. Treasury Notes	1.375	7/14/14	7/31/18	2,497,168	2,511,525	1
U. S. Treasury Notes	0.625	7/17/15	6/30/17	4,996,289	4,999,600	1
				45,287,533	45,250,239	
Prepaid PIKEPASS Fund:						
Blackrock Liq Fedfd-Csh	0.040	12/31/16	Demand	1,512,006	1,512,006	1
FHLMC	1.570	8/16/16	8/28/24	1,000,000	957,100	1
U.S. Treasury Notes	1.500	12/18/15	10/31/19	699,754	701,806	1
U.S. Treasury Notes	1.000	12/18/15	12/15/17	699,918	700,840	1
U.S. Treasury Notes	1.250	12/18/15	12/15/18	699,480	700,875	1
Vanguard 500 Index (open-end fund)	2.020	5/15/14	Demand	4,596,196	7,010,870	1
Cavalan Hill LTD DUR (open-end fund)	1.490	Various	Demand	4,160,842	4,121,063	1
Ishares MSCI Emerging Mkts (exchange-traded fund)	1.890	Various	Demand	306,646	266,076	1
Ishares Morgan Stanley Capital International						
Europe Asia Far East Index (exchange-traded fund)	3.070	Various	Demand	697,829	726,243	1
Ishares RSSLL Midcap Index (open-end fund)	1.720	Various	Demand	251,621	353,249	1
Ishares RSSLL 2000 ETF (exchange-traded fund)	1.370	Various	Demand	322,634	524,567	1
Ishares Core S&P Midcap (exchange-traded fund)	1.600	Various	Demand	359,926	557,196	1
Ishares Core S&P Smallcap 600 (exchange-traded fund)	1.220	Various	Demand	443,964	859,500	1
Metropolitan West T/R Bd-1 (open-end fund)	2.140	10/10/14	Demand	4,130,562	3,996,626	1
SPDR S&P 500 Depository Receipts (exchange-traded fund)	2.030	Various	Demand	2,286,854	3,528,421	1
Great Nations Bank CD	0.900	2/23/15	2/23/17	99,000	99,000	2
				22,267,232	26,615,438	
Total restricted cash equivalents and investments				272,237,933	276,102,994	
Cash balance (unrestricted & restricted)				-	12,756,395	
Total Cash, Cash Equivalents and Investments				<u>\$ 342,091,901</u>	<u>\$ 358,654,856</u>	

NOTE 4. CAPITAL ASSETS

The following schedules summarize the capital assets of the Authority as of December 31, 2017 and 2016:

2017	Beginning Balance		Increases		Decreases		Ending Balance
Capital assets, not being depreciated							
Land	\$ 184,419,417	\$	38,048,299	\$	(473,771)	\$	221,993,945
Construction work in progress	183,956,680		173,914,173		(49,670,797)		308,200,056
Total capital assets, not being depreciated	368,376,097		211,962,472		(50,144,568)		530,194,001
Capital assets, being depreciated:							
Roads and bridges	1,317,927,282		7,549,750		(156,026)		1,325,321,006
Improvements	930,054,204		33,646,908		(24,894)		963,676,218
Buildings	109,533,837		7,224,766		(1,522,565)		115,236,038
Equipment	119,786,642		6,394,586		(4,770,564)		121,410,664
Capitalized interest	146,443,087		986,406		-		147,429,493
Total capital assets, being depreciated	2,623,745,052		55,802,416		(6,474,049)		2,673,073,419
Less accumulated depreciation for:							
Roads and bridges	(823,054,780)		(34,889,792)		150,546		(857,794,026)
Improvements	(642,250,610)		(37,683,430)		23,306		(679,910,734)
Buildings	(46,416,997)		(3,427,516)		1,428,125		(48,416,388)
Equipment	(104,956,899)		(6,320,465)		4,580,250		(106,697,114)
Capitalized interest	(87,854,393)		(4,659,581)		-		(92,513,974)
Total accumulated depreciation	(1,704,533,679)		(86,980,784)		6,182,227		(1,785,332,236)
Total capital assets, being depreciated, net	919,211,373		(31,178,368)		(291,822)		887,741,183
Total capital assets, net	\$ 1,287,587,470	\$	180,784,104	\$	(50,436,390)	\$	1,417,935,184

2016	Beginning Balance		Increases		Decreases		Ending Balance
Capital assets, not being depreciated							
Land	\$ 163,344,822	\$	21,088,178	\$	(13,583)	\$	184,419,417
Construction work in progress	64,822,036		145,247,064		(26,112,420)		183,956,680
Total capital assets, not being depreciated	228,166,858		166,335,242		(26,126,003)		368,376,097
Capital assets, being depreciated:							
Roads and bridges	1,298,752,169		19,417,583		(242,470)		1,317,927,282
Improvements	924,444,404		5,767,272		(157,472)		930,054,204
Buildings	109,577,952		-		(44,115)		109,533,837
Equipment	117,352,990		4,787,935		(2,354,283)		119,786,642
Capitalized interest	146,003,460		460,954		(21,327)		146,443,087
Total capital assets, being depreciated	2,596,130,975		30,433,744		(2,819,667)		2,623,745,052
Less accumulated depreciation for:							
Roads and bridges	(788,952,157)		(34,345,093)		242,470		(823,054,780)
Improvements	(603,352,868)		(39,055,214)		157,472		(642,250,610)
Buildings	(43,140,907)		(3,291,324)		15,234		(46,416,997)
Equipment	(100,554,787)		(6,612,953)		2,210,841		(104,956,899)
Capitalized interest	(83,254,990)		(4,620,730)		21,327		(87,854,393)
Total accumulated depreciation	(1,619,255,709)		(87,925,314)		2,647,344		(1,704,533,679)
Total capital assets, being depreciated, net	976,875,266		(57,491,570)		(172,323)		919,211,373
Total capital assets, net	\$ 1,205,042,124	\$	108,843,672	\$	(26,298,326)	\$	1,287,587,470

NOTE 5. RISK MANAGEMENT

In conjunction with its normal operations, the Authority is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences, and tort/liability, errors and omissions and professional liability claims. As a result of these exposures, the Authority has developed a comprehensive risk management program that participates with the State of Oklahoma's Risk Management Division in a pooled operation for the majority of this coverage.

As a member of the State of Oklahoma Risk Management pool, the Authority assumes the responsibility for maintaining and reporting to the pool all real and personal property for which it requires insurance coverage. The Authority is also responsible for providing relevant financial and operational data to the pool for all potential losses. The pool, on the other hand, serves as the primary insurer to the Authority with additional layers of coverage provided by commercial insurers for coverage in excess of the self-retained levels of risk assumed by the pool and the governmental immunity provided by state statutes.

The Authority also carries insurance with private insurers for a few high-risk assets under an "all risks" policy. Additional details of this coverage and the corresponding levels of self-retained risk and limits of coverage are noted separately on the "Schedule of Insurance in Force" in the statistical section of this report.

The self-retention level for property and casualty coverage for non-bridge property is \$10,000 per incident, while the overall limit of coverage for bridges and non-bridge property is approximately \$1,498,602,000. All categories of insurance

coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk to reduce the overall exposure of risk to the Authority. There were no settlements in excess of insurance coverage in 2017, 2016 or 2015.

NOTE 6. OPERATING LEASES

The Authority has entered into various non-cancelable contracts with concessionaires to provide patron services on the Oklahoma Turnpike System. The contracts are generally for five-year terms, with two five-year renewal options. These contracts provide for the Authority to receive concession revenue, including minimum rentals plus contingent rentals based on sales volume. The Authority also leases antenna space under non-cancelable contracts with a 20-year term. The total cost of leased concession areas was \$42,490,768 and \$39,783,308 at the end of December 31, 2017 and 2016, and accumulated depreciation totaled \$11,623,596 and \$10,592,011, respectively. As of December 31, 2017, total future minimum rental payments approximate:

Minimum Lease Rentals

2018	\$ 1,090,129
2019	1,018,820
2020	1,023,343
2021	1,049,293
2022	1,055,497
Thereafter	12,100,104
Total	\$ 17,337,186

NOTE 7. LONG-TERM DEBT

Revenue Bonds outstanding as of December 31, 2017

	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2006B-F	8/24/2006	294,450,000	-	(294,450,000)	-	-
Series 2007A	6/6/2007	28,980,000	-	(28,980,000)	-	-
Series 2011A	10/15/2011	401,055,000	-	(38,420,000)	362,635,000	37,820,000
Series 2011B	12/15/2011	155,860,000	-	(101,535,000)	54,325,000	1,555,000
Series 2017A	2/8/2017	-	456,070,000	-	456,070,000	-
Series 2017B	2/8/2017	-	23,930,000	-	23,930,000	4,945,000
Series 2017C	12/21/2017	-	312,840,000	-	312,840,000	-
Series 2017D	12/21/2017	-	275,680,000	-	275,680,000	11,435,000
Series 2017E	12/21/2017	-	95,835,000	-	95,835,000	2,285,000
Total		\$ 880,345,000	\$ 1,164,355,000	\$ (463,385,000)	\$ 1,581,315,000	\$ 58,040,000

Other Long-Term Debt outstanding as of December 31, 2017

	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
US Bank Loan	12/01/2017	\$ 15,000,000	-	-	\$ 15,000,000	\$ 14,999,991

Revenue Bonds Outstanding as of December 31, 2016

	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2006B-F	8/24/2006	306,705,000	-	(12,255,000)	294,450,000	13,665,000
Series 2007A	6/06/2007	33,225,000	-	(4,245,000)	28,980,000	4,420,000
Series 2011A	10/15/2011	437,180,000	-	(36,125,000)	401,055,000	38,420,000
Series 2011B	12/15/2011	157,285,000	-	(1,425,000)	155,860,000	-
Total		\$ 934,395,000	\$ -	\$ (54,050,000)	\$ 880,345,000	\$ 56,505,000

Other Long-Term Debt outstanding as of December 31, 2016

	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
US Bank Loan	12/01/2016	\$ 15,000,000	-	-	\$ 15,000,000	\$ 14,999,991

Fixed rate debt service requirements as of December 31, 2017:

Maturity	Total Revenue Bonds - Fixed	
	Principal	Interest
January 1		
2018	58,040,000	41,222,913
2019	56,645,000	69,571,284
2020	57,780,000	67,257,959
2021	58,405,000	64,594,554
2022	61,245,000	61,968,566
2023-2027	346,295,000	264,387,253
2028-2032	286,960,000	179,866,350
2033-2037	173,080,000	130,223,708
2038-2042	215,155,000	88,143,565
2043-2047	267,710,000	35,594,615
Total	\$ 1,581,315,000	\$ 1,002,830,767

The Authority issues revenue bonds from time to time for the purposes of financing capital improvements and new projects. In addition, when the market environment indicates favorable results, the Authority will issue bonds to restructure its debt to take advantage of these economic factors. In 2017, the Authority issued two new series of Revenue Bonds and was able to also take advantage of beneficial market conditions and issue Refunding Bonds. As of December 31, 2017, all of the Authority's bonds are fixed rate bonds.

Description of Fixed Rate Debt - On February 8, 2017, the Authority closed on the delivery of the Series 2017A Second Senior Revenue Bonds totaling \$456,070,000 and the Series 2017B Refunding Second Senior Revenue Bonds totaling \$23,930,000. The Series 2017A&B bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements, including payment of amounts due under the Wells Fargo revolving credit agreement (short-term debt), (2) currently refunding the outstanding principal of the Series 2007A Bonds, (3) satisfying the Second Senior Bond Reserve Account Requirements and (4) paying the costs of issuance. The Series 2017A&B Bonds were structured as tax-exempt fixed rate "AA-" bonds. The Series 2017A Bonds are series bonds due in annual installments beginning January 1, 2032 through January 1, 2047; the Series 2017B Bonds are series bonds due in annual installments beginning January 1, 2018 through January 1, 2022. Interest commenced on July 1, 2017, and is payable semi-annually on January 1 and July 1 of each year. Interest rates on the Series 2017A Bonds range from 3.5% to 5.0% and the Series 2017B Bonds range from 2.0% and 4.0%.

The Series 2017B Bonds refunded and defeased by escrow deposit the outstanding \$24,560,000 principal of the Series 2007A Bonds; the liability was removed from the Statements of Net Position. Bank of Oklahoma, N.A., served as the Escrow Trustee on the Series 2007A Bonds which were fully redeemed March 8, 2017. The Series 2007A Refunding Bonds were originally issued on June 6, 2007 for the purposes of refunding the portion of the Series 2002A&B Refunding Bonds that were eligible at that time; those Series 2002A&B Bonds became fully redeemed as of January 1, 2012.

On December 21, 2017, the Authority closed on the delivery of the Series 2017C Second Senior Revenue Bonds totaling

\$312,840,000, the Series 2017D Refunding Second Senior Revenue Bonds totaling \$275,680,000, the Series 2017E Refunding Second Senior Revenue Bonds totaling \$95,835,000. The Series 2017CDE Bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements (2) satisfying the Second Senior Bond Reserve Account Requirements, (3) currently refunding the outstanding principal of the Series 2006BEF Bonds, (4) funding termination payments relating to interest rate swaps associated with the Series 2006BEF Bonds, (5) advance refunding certain maturities of the Series 2011B Bonds and (6) paying the costs of issuance. The Series 2017CDE Bonds were structured as tax-exempt fixed rate "AA-" bonds. The Series 2017CDE Bonds are series bonds due in annual installments; the Series 2017C Bonds begin January 1, 2029 through January 1, 2047; and the Series 2017D Bonds begin January 1, 2018 through January 1, 2028; the Series 2017E Bonds begin January 1, 2023 through January 1, 2031. Interest is payable semi-annually on January 1 and July 1 of each year, beginning January 1, 2018. Interest rates on the Series 2017C Bonds range from 3.0% to 5.0%; the Series 2017D range from 4.0% to 5.0%; and the Series 2017E Bonds range from 2.85% and 5.0%.

The Series 2017D Bonds refunded and defeased by escrow deposit the outstanding \$280,785,000 principal of the Series 2006BEF Bonds; the liability was removed from the Statements of Net Position. Bank of Oklahoma, N.A., serves as the Escrow Trustee on the Series 2006BEF Bonds. These bonds remain outstanding at December 31, 2017 and were fully redeemed January 12, 2018. In conjunction with the defeasance of the Series 2006BEF Bonds, the Authority also terminated its swap agreements corresponding to this variable rate debt. The termination payments were approximately \$41,265,000 and were funded with the proceeds from the Series 2017D Bonds. The Series 2006BEF Refunding Bonds were originally issued on August 24, 2006 for the purposes of refunding the outstanding Series 1992F First Senior Revenue Capital Appreciation Bonds and certain maturities of the Series 1998A&B Revenue Bonds; those Series 1992F and 1998A&B Bonds became fully redeemed as of January 1, 2009.

The Series 2017E Bonds refunded and defeased by escrow deposit certain maturities totaling \$101,535,000 of the Series 2011B Bonds; the liability corresponding to these maturities was removed from the Statements of Net Position. Bank of Oklahoma, N.A., serves as the Escrow Trustee on the Series 2011B Bonds. These bonds remain outstanding at December 31, 2017 and are anticipated to be redeemed January 1, 2021. See further description of the Series 2011B Bonds below.

The Series 2017 Bonds were issued pursuant to the prevailing Trust Agreement, dated February 1, 1989, and as amended with supplements thereto (the Trust Agreement), with Bank of Oklahoma, N.A., as Trustee. Consistent with the Authority's other outstanding Bonds, the Series 2017 Bonds are payable solely from and secured by a pledge of minimum net revenues, as defined by the Trust Agreement, from the operation of the Turnpike System.

Other outstanding bonds at December 31, 2017 include the Series 2011A&B Bonds. On October 31, 2011, the Authority closed on the delivery of the Series 2011A Refunding Second Senior Revenue Bonds totaling \$524,010,000. The Series 2011A Bonds were issued for the purposes of (1) refunding (a) certain maturities of the Series 2002A&B Refunding Bonds and (b) the Series 2006C&D Refunding Bonds and (2) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate "AA-" bonds. The principal amount of the bonds refunded and defeased through an escrow deposit was \$533,325,000; the liability was removed from the Statements of Net Position. The Series 2006C&D Bonds were fully redeemed as of October 31, 2011 and the Series 2002A&B Bonds were fully redeemed as of January 1, 2012. In conjunction with the defeasance of the Series 2006C&D Bonds, the Authority terminated the swap agreements corresponding to this variable rate debt. Termination payments were approximately \$51,298,000 and were funded with proceeds from the Series 2011A Bonds. The Series 2011A Bonds are series bonds due in annual installments beginning January 1, 2012 through January 1, 2028. Interest commenced on January 1, 2012, and is payable semi-annually on January 1 and July 1 of each year, with interest rates ranging from 0.2% to 5.0%.

On December 15, 2011, the Authority closed on the delivery of the Series 2011B Second Senior Revenue Bonds totaling \$159,650,000. The Series 2011B Bonds were issued to provide funds for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects including capacity improvements for the John Kilpatrick and Creek Turnpikes, (2) satisfying the Second Senior Bond Reserve Account Requirements and (3) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate "AA-" bonds. As previously noted, the 2017E bonds refunded certain maturities totaling \$101,535,000 of the outstanding Series 2011B Bonds. The remaining \$54,325,000 are series bonds due in annual installments January 1, 2018 through 2023 and additional maturities due January 1, 2030 and 2031. Interest is payable semi-annually on January 1 of each year, with interest rates ranging from 2.0% to 5.0%.

The Series 2011 Bonds were issued pursuant to the prevailing Trust Agreement, with Bank of Oklahoma, N.A., as Trustee. Consistent with the Authority's other outstanding Bonds, the Series 2011 Bonds are payable solely from and secured by a pledge of minimum net revenues, as defined by the Trust Agreement, from the operation of the Turnpike System.

The Authority previously defeased the Series 1989 First Senior and Subordinate Lien Revenue Bonds; the liability was removed from the Statements of Net Position. Bank of New York serves as Escrow Trustee for these bonds having acquired the trust services of the previous Escrow Trustee, Bank One Trust Company. Of the original issue, only \$29,000,000 of these Series 1989 Bonds remain outstanding at December 31, 2017 and 2016; these bonds are anticipated to be redeemed January 1, 2022.

Description of Variable Rate Debt – Prior to the issuance of the Series 2017D Bonds, the Authority had \$280,785,000 outstanding of variable rate Series 2006BEF Bonds. As previously noted, the Series 2017D bonds currently refunded and defeased by escrow

deposit these outstanding bonds, which were fully redeemed as of January 12, 2018. The Authority has no outstanding variable rate debt at December 31, 2017. The following information regarding the original issue of the Series 2006 Bonds is presented for 2016 comparative purposes.

In August 2006, the Authority issued, through a negotiated sale, six separate series of Series 2006 Refunding Second Senior Revenue Bonds totaling \$635,590,000. As part of that sale, on August 24, 2006, the Authority issued variable rate Series 2006B-F Refunding Second Senior Revenue Bonds in five sub-series in the initial aggregate principal of \$530,800,000; the individual principal amounts of each Series 2006B-F Bonds were dated the date of their original issuance and delivery with anticipated maturity on January 1, 2028, subject to call provisions in accordance with the mandatory amortization installments that began on January 1, 2015. The Series 2006B-F Bonds were initially issued in a variable rate mode that reset on a weekly basis with interest payable on a monthly basis. With the issuance of the Series 2011A Bonds, the \$106,160,000 Series 2006C Bonds and the \$106,160,000 Series 2006D Bonds were refunded to redemption through an escrow deposit. On August 1, 2012, the Series 2006B Bonds were remarketed in a term rate mode and purchased by RBC Capital Markets, LLC, with a special mandatory tender on July 31, 2015 which was extended to July 31, 2017. At December 31, 2016 the interest rate for the Series 2006B Bonds was 68% of 30-day LIBOR plus 38 basis points. On August 1, 2013, the Series 2006E Bonds were placed in a term rate mode with Wells Fargo Municipal Capital Strategies, LLC, with a special mandatory tender which was extended to August 1, 2019. of 30-day LIBOR plus 38 basis points. At December 31, 2016, the interest rate for the Series 2006E Bonds was also 68% of 30-day LIBOR plus 38 basis points. At December 31, 2016, the Series 2006F Bonds were outstanding in a daily reset variable rate mode. Interest was payable on the first business day of each month for all the Series 2006B-F Bonds. The Series 2006B-F Bonds are payable solely from and secured by a pledge of minimum net revenues, as defined by the Trust Agreement, from the operation of the Turnpike System.

Variable-to Fixed Interest Rate Swaps - On July 28, 2006, in conjunction with the \$530,800,000 Series 2006B-F bonds described above, the Authority entered into five separate synthetic fixed rate swap agreements totaling \$530,800,000 (the 2006 Swaps), with three separate counterparties, effective as of August 24, 2006. With the October 2011 refunding of the Series 2006C&D Bonds, the Authority terminated two of its corresponding swap agreements. This termination selection was determined through a competitive solicitation process. The swap agreement with UBS AG was terminated for approximately \$25.0 million, and one swap agreement with Goldman Sachs Mitsui Marine Derivative Products LP (Goldman Sachs) was terminated for approximately \$26.0 million. The terms in the table on page 40 were effective for the remaining swap agreements that were outstanding at December 31, 2016. The remaining swap agreements were terminated with the issuance of the Series 2017D Bonds. The two swaps with the Goldman Sachs were approximately terminated for approximately \$27.4 million and the J P Morgan swap was terminated for approximately \$13.9 million.

Objective of hedge, nature of hedge risk and type of hedge: The Authority entered into the 2006 Swaps rather than issuing fixed rate bonds as a means to achieve lower borrowing costs. The Authority issued variable rate bonds with a weekly reset and entered into swap agreements to obtain the synthetic rate. The Authority realized just over approximately \$40.0 million in net present value savings as a result of the refunding. The Authority entered into the 2006 Swaps to manage interest rate exposure that the Authority was subject to as a result of issuing its variable rate bonds. This was a discrete cash flow hedge.

Derivative Hedging Instruments: The Authority entered into five separate interest rate swap agreements with an effective date of August 24, 2006, all of which are associated with the Series 2006B-F Bonds. There were no embedded options in these contracts. The critical terms relating to the 2006 Swaps, including the credit ratings on the counterparties as of December 31, 2016 are reflected in the table below.

Terms: The following critical terms of the 2006 Swaps and the Series 2006B-F Bonds were identical: a) the notional amount of the 2006 Swaps equaled the outstanding principal amount of the Series 2006B-F Bonds, b) the re-pricing dates of the 2006 Swaps matched those of the Series 2006B-F Bonds and c) the amortization of the 2006 Swaps matched the amortization of the Series 2006B-F Bonds. The following are the critical terms relating to all the 2006 Swaps outstanding at December 31, 2016:

These terms apply to each of the Series 2006F Swaps	
Notional Value	\$106,160,000
Fixed Rate	3.86%
Fixed Leg Payer	Authority
Floating Leg Payer	SIFMA Weekly Index until 1/1/2009; then 68% of 30-day LIBOR
Termination Date	1/1/2028
Settlement	Monthly
Premium Paid	None

SIFMA - The Securities Industry and Financial Markets Association,
formerly the BMA - The Bond Market Association Index
LIBOR - The London Interbank Offering Rate

Fair Value: The Authority's 2006 Swaps were considered effective cash flow hedges using regression analysis. Therefore, the accumulated change in the fair value was reported as a component of Deferred Outflows of Resources on the Statement of Net Position for the year ended December 31, 2016.

For December 31, 2016, the Authority has obtained independent market value evaluation of its 2006 Swaps. These fair value estimates were based on expected forward LIBOR swap rates and discounted expected cash flows. The appropriate LIBOR percentages that related to the swap rates were applied to the LIBOR swap curve to derive the expected forward swap rates. On December 31, 2016, the recurring fair value of the 2006 Swaps was approximately \$47,597,000. The OTA categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy was based on the valuation inputs used to measure the fair value of the liability. The OTA's

fair value measurement for its derivative instrument liability was classified in Level 2 of the fair value hierarchy, as it was not exchange-traded. Fair valuation was determined using a model that includes readily observable market parameters that were actively quoted and could be validated. Consideration for nonperformance risk was also been incorporated using a discount curve based on the municipal AA taxable yield.

Risks: The Authority monitored the various risks associated with the 2006 Swaps Credit Risk: The Authority adopted an interest rate risk management policy to select counterparties with an initial rating of at least AA-/Aa3/AA-by at least two of the three nationally recognized credit rating agencies and a minimum capitalization of \$50.0 million. A summary of the credit ratings of the counterparties is included in the table below. In the event of a counterparty downgrade below A-/A3/A- by at least two of the nationally recognized credit rating agencies, the counterparties would have been subject to post suitable and adequate collateral from the listing of agreed upon acceptable securities.

As of December 31, 2016, the counterparties had a credit rating that met or exceeded the minimum credit rating requirement.

Counterparty Ratings (S&P/Moody/Fitch)	Goldman Sachs	JPMorgan Chase Bank NA
December 31, 2016	AA-/Aa2/NA	A+/Aa3/AA-

Interest Rate Risk: The Authority implemented a strategy on the 2006 Swaps associated with the Series 2006B-F Bonds which was designed to provide a synthetic fixed rate, and allow the Authority to avoid additional interest rate risk. However, fluctuating market conditions could have materially impacted the effectiveness of the hedge.

Basis Risk: Initially remarketing agents for the Series 2006B-F Bonds were consistently able to obtain rates at or below the SIFMA (formerly BMA) weekly rate index. Since the variable rate paid by the counterparties on the interest rate swap was the SIFMA through January 1, 2009, the hedging relationship provided a synthetic fixed rate on the Series 2006B-F Bonds. However, a series of events in 2008 and 2009 related to the downgrade of the Authority's bond insurer and one of its standby banks produced some basis spread on the Series 2006B-F Bonds. Additionally, the variable rate received by the Authority from its counterparties changed over to 68% of 30-day LIBOR on January 1, 2009. The Authority mitigated this basis spread by terminating the associated bond insurance, replacing the standby bank, reassigning remarketing agents, and converting the 2006B-F Bonds to other interest rate modes. Since these changes, the Series B-F bonds consistently traded near the index. The Authority monitored the bonds on a daily basis.

Termination Risk: The Authority had the option to terminate the 2006 Swaps at any time. As noted previously, two swaps were terminated in 2011 in conjunction with the refunding of the Series 2006C&D bonds. The counterparties could only terminate in the event of a default such as non-payment, credit downgrade of a counterparty, failure to provide collateral, or assign the swap to an AA rated provider subject to the Authority's approval. As of December 31, 2016, no termination events occurred.

Rollover Risk: The term of the Series 2006B-F Bonds matched the related 2006 Swaps, so there was no associated rollover risk. In addition, the Authority had a standby bond purchase agreement for the Series 2006F Bonds, effective until May 2018. With the Series 2006 B&E Bonds in term rate mode, there was not a standby bond purchase agreement for either bonds.

Associated Debt: The net cash flow of the underlying 2006 Swaps compared to the Series 2006B-F Bonds resulted in the following net cash inflows (outflows):

For the Year Ended	2006 Swaps
December 31, 2006-2015	(\$3,628,869)
December 31, 2016	(\$10,079)

Other Debt Related Information - The Interest, Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balance for the Revenue Reserve Account was approximately \$126,353,000 and \$95,262,000 as of December 31, 2017 and 2016, respectively. The Authority has funded the remainder of the debt reserve requirement with a ten year term loan with US Bank for \$15,000,000, the current remainder of the debt reserve requirement. The proceeds are invested in a certificate of deposit with US Bank. The loan terms were amended and restated December 1, 2017. The interest rate on the loan is 90-day LIBOR plus 0.725%. The interest rate earned on the certificate of deposit is 90-day LIBOR minus 0.2%.

US Bank debt service requirements as of December 31, 2017:

Maturity	Other Long-Term Debt (US Bank Loan)	
December 1	Principal	Interest
2018	\$ 14,999,991	\$ 332,936
2019	1	1
2020	1	1
2021	1	1
2022	1	1
2023-2027	5	5
	\$ 15,000,000	\$ 332,945

The Series 2017B Bonds refunded \$24,560,000 principal of the Series 2007A Bonds. This refunding resulted in an increase to the Authority's net deferred debit of approximately \$176,000. With the Series 2017B refunding, the Authority decreased its aggregate debt service payments by approximately \$1,653,000 from 2018 to 2022; the net present value savings of this transaction were approximately \$1,476,000.

The Series 2017D Bonds refunded \$280,785,000 principal of the Series 2006BEF Bonds (variable rate) and terminated the corresponding swaps and reduced the Authority's risk exposure as detailed above. This refunding resulted in an increase to the Authority's net deferred debit of approximately \$42,370,000. With the Series 2017D refunding, the Authority increased its aggregate debt service payments by approximately \$3,151,000 from 2018 to 2028; the net present value savings on this transaction were approximately (\$1,976,000).

The Series 2017E Bonds refunded \$101,535,000 principal of the Series 2011B Bonds. This refunding resulted in an increase to the Authority's net deferred debit of approximately \$5,665,000. With the Series 2017B refunding, the Authority decreased its aggregate debt service payments by approximately \$13,896,000 from 2018 to 2031; the net present value savings of this transaction were approximately \$11,406,000.

As of December 31, 2017 and 2016, the Statements of Net Position reflect a collective net deferred debit of approximately \$97,209,000 and \$55,464,000, respectively, resulting from accounting losses from the defeasance of debt through its various refundings. The Statements of Revenues, Expenses and Changes in net Position reflect the amortization of this deferral as a component of interest expense of approximately \$6,465,000 and \$6,038,000 for the years ended December 31, 2017 and 2016, respectively.

NOTE 8. SHORT-TERM DEBT

As of June 1, 2016, the Authority executed a supplemental agreement to its prevailing Trust Agreement, with Bank of Oklahoma, N.A. as Trustee. This supplement authorized the issuance of a Second Senior Revenue Bond Series 2016A in the principal amount not to exceed \$90,000,000. The unregistered Series 2016A Bond was issued as a single bond to Wells Fargo Bank, N.A. (Wells Fargo) for the sole purpose of securing the payment obligations of the Authority under the revolving credit agreement the Authority entered into with Wells Fargo on June 1, 2016, and as amended, to provide interim financing for identified Turnpike projects. The principal amount, maturity dates and interest rates of the Series 2016A Bond were in accordance with the terms of the revolving credit agreement. Proceeds received through these borrowings were deposited to the 2016A Construction Fund for purposes of funding the identified Turnpike projects. In February 2017, the Authority issued the Series 2017A Bonds and utilized a portion of the bond proceeds to pay amounts due under this revolving credit agreement and fully redeem the Series 2016A Bond.

Under the terms of the revolving credit agreement, minimum principal borrowings were \$250,000 or a whole multiple of \$50,000 in excess thereof, with no more than five revolving loans outstanding at any one time. The original commitment termination date was December 30, 2016, but was subsequently amended to June 30, 2017. Interest payments were due monthly, and the interest rate for each revolving loan was 30-day LIBOR plus an applicable spread determined by the Authority's credit rating. Commitment fees were due quarterly and calculated as the product of the remaining available commitment and the applicable spread determined by the Authority's credit rating. The applicable spread at December 31, 2016 for interest payments and commitment fees was 0.25% and 0.09%, respectively.

	Begining Balance	Additions	Retired	Ending Balance
2017	\$ 54,700,000	\$ -	\$ 54,700,000	\$ -
2016	\$ -	\$ 54,700,000	\$ -	\$ 54,700,000

NOTE 9. DEFERRED COMPENSATION PLAN

The State of Oklahoma offers to its own employees, state agency employees and other duly constituted authority or instrumentality employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457 and Chapter 45 of Title 74 of the Oklahoma Statutes. The Oklahoma State Employees Deferred Compensation Plan, known as SoonerSave, is a voluntary plan that allows participants to defer a portion of their salary into SoonerSave. Participation allows a person to shelter the portion of their salary that they defer from current federal and state income tax. Taxes on the interest or investment gains on this money, while in SoonerSave, are also deferred. The deferred compensation is not available to employees until termination, retirement, death or approved unforeseeable emergency.

Under SoonerSave, the untaxed deferred amounts are invested as directed by the participant among various plan investment options. Effective January 1, 1998, a Trust and Trust Fund covering the plan assets was established pursuant to federal legislation enacted in 1996, requiring public employers to establish such trusts for plans meeting the requirements of Section 457 of the Internal Revenue Code. Under terms of the Trust, the corpus or income of the Trust Fund may be used only for the exclusive benefit of the plan participants and their beneficiaries. Further information may be obtained from the Oklahoma State Employees Deferred Compensation Plan audited financial statements for the year ended June 30, 2017. The Authority believes that it has no liabilities in respect to the State's plan.

NOTE 10. EMPLOYEE RETIREMENT PLAN**Plan Description**

Employees of the Authority are provided with pensions through the Oklahoma Public Employees Retirement Plan (the Plan), a cost-sharing multiple employer public employee defined benefit pension plan administered by the Oklahoma Public Employees Retirement System (the OPERS). Title 74 of the Oklahoma Statutes, Sections 901-932 and 935, as amended, assigns the authority for management and operation of the Plan to the OPERS Board of Trustees. The OPERS issues a publicly available comprehensive annual financial report (CAFR) that includes financial statements and required supplementary information for the Plan. That annual report may be obtained at <http://www.opers.ok.gov/websites/opers/images/pdfs/CAFR-2017-OPERS.pdf>.

OPERS Change In Accounting Principle

On July 1, 2016 the OPERS implemented GASB Statement No. 74 "Financial Reporting for Postemployment Benefit Plans Other Than Pensions" (GASB 74). GASB 74 presents improved information about postemployment benefit plans other than pensions (OPEB). The OPERS administers a health insurance subsidy plan (HISP), which is considered OPEB in accordance with the provisions of GASB 74. As a result of the OPERS' implementation of GASB 74, the June 30, 2016 balance of the Plan's net pension liability was restated to separate the net OPEB liability from the net pension liability. The Authority will implement GASB 75 "Accounting and Financial Reporting for Postemployment Benefits Other Than

Pensions" in 2018. Accordingly, the Authority's employer allocated portion of this restated OPEB liability is approximately \$443,000 as of June 30, 2016 and is a component of the Authority's net pension and opeb liability; GASB 75 will be fully implemented in 2018.

Benefits Provided

The Plan provides retirement, disability, and death benefits to Plan members and beneficiaries. The benefit provisions are established and may be amended by the Oklahoma Legislature. Retirement benefits are determined at 2% of the average annual salary received during the highest thirty-six months' of the last ten years of participating service, but not in excess of the applicable annual salary cap, multiplied by the number of years of credited service. Employees qualify for full retirement benefits at their specified normal retirement age or when the employee's age and years of credited service meet defined thresholds, determined by the employee's date of membership within the Plan. Employees have the option to increase the benefit computation factor for all future service from 2.0% to 2.5%. The election is irrevocable, binding for all future employment under the OPERS, and applies only to full years of service. Those who make the election pay the standard contribution rate plus an additional contribution rate which is actuarially determined. Employees become eligible to vest fully upon termination of employment after attaining eight years of credited service, or the employee's contributions may be withdrawn upon termination of employment.

Disability retirement benefits are available for members having eight years of credited service whose disability status has been certified. Disability retirement benefits are determined in the same manner as retirement benefits, but payable immediately without an actuarial reduction. Upon the death of an active employee, the accumulated contributions of the employee are paid to the employee's named beneficiary(ies) in a single lump sum payment or in monthly payments over the life of the spouse, if so elected. Upon the death of a retired employee, the Plan will pay a \$5,000 death benefit to the employee's beneficiary or estate of the employee if there is no living beneficiary, in addition to any excess employee contributions or survivor benefits due.

Employees who first became employed by the Authority on or after November 1, 2015, and have no prior participation in the Plan will participate in a mandatory defined contribution plan. See Note 11 for further discussion.

Contributions

Employees and the Authority are required to contribute at a rate set by Oklahoma Statute. The rates for the Plan are established by the Oklahoma Legislature after recommendation by the OPERS Board, based on an actuarial calculation which is performed to determine the adequacy of such contribution rates. The Oklahoma Legislature may amend the contribution requirements. The contribution rate for employees was 3.5% during 2017 and 2016. The Authority's contribution remains at its currently mandated maximum rate of 16.5%. The Authority's contributions to the Plan for the years ended December 31, 2017 and 2016, were approximately \$3,172,000 and \$3,264,000, respectively, and equal to the required contributions for each year.

Actuarial Assumptions

The total pension liability as of June 30, 2017 and 2016, was determined based on an actuarial valuation prepared as of July 1, 2017 and July 1, 2016, respectively, using the actuarial assumptions noted below:

Actuarial assumptions	2017	2016
Investment return compounded annually, net of investment expense and including inflation	7.00%	7.25%
Salary increases, including inflation	3.5% to 9.5%	4.5% to 8.4%
Mortality rates - active participants and nondisabled pensioners	RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years)	RP-2000 Mortality Table projected to 2010 by Scale AA (disabled pensioners set forward 15 years)
Assumed inflation rate	2.75%	3.00%
Annual post-retirement benefit increases	No	No
Payroll growth	3.50%	4.00%
Actuarial cost method	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	10 years

The actuarial assumptions used in the July 1, 2017 valuation are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2016. The experience study report is dated April 13, 2017. The actuarial assumptions used in the July 1, 2016 valuations were based on the results of the actuarial experience study which covered the three-year period ending June 30, 2013, with exception of the long-term rate of return which was modified in 2016.

The long-term expected rate of return on pension plan investments was determined using a log-normal distribution analysis in which best estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

The target asset allocation and best estimates of geometric real rates of return for each major asset class as of June 30, 2017 and 2016, are summarized in the following table:

Asset Class	Target Allocation	LONG-TERM EXPECTED REAL RATE OF RETURN
U.S. Large Cap Equity	38.0%	5.3%
U.S. Small Cap Equity	6.0%	5.6%
U.S. Fixed Income	25.0%	0.7%
International Stock	18.0%	5.6%
Emerging Market Stock	6.0%	6.4%
TIPS	3.5%	0.7%
Rate Anticipation	3.5%	1.5%
Total	100.0%	

The discount rate used to measure the total pension liability was 7.0% for 2017 and 7.25% for 2016. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the pension plan's fiduciary net position was projected through 2114 to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate determined does not use a municipal bond rate.

Sensitivity of the Net Pension Liability

The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 7.0% for 2017 and 7.25% for 2016, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1.0% lower or 1.0% higher than the current rate:

December 31, 2017			
	1.0% Decrease 6.0%	Current Discount Rate 7.0%	1.0% Increase 8.0%
2017	\$17,996,576	\$6,089,096	\$(3,993,746)
2016	\$22,264,617	\$10,433,427	\$1,208,878

Pension Liabilities

At December 31, 2017 and 2016, the Authority reported a liability of approximately \$6,089,000 and \$10,433,000, respectively, for its proportionate share of the net pension liability. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	GASB74*	Ending Balance
2017	\$ 10,433,427	\$ 5,570,993	\$ 9,915,324	-	\$ 6,089,096
2016	\$ 4,001,576	\$ 10,215,340	\$ 3,340,460	\$ 443,029	\$ 10,433,427

* OPERS implemented GASB 74 as of June 30, 2016

Pension Expense

The net pension liability was measured as of June 30, 2017 and 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2017 and 2016, respectively. The OPERS has determined that the actual contributions made to the Plan during the fiscal year are appropriate as the allocation basis as they are representative of future contributions. Contributions are reported using the accrual basis of accounting. At June 30, 2017 the Authority's proportionate share of the net pension liability and corresponding employer pension amounts was approximately 1.13%, an increase from its proportion of 1.10% measured as of June 30, 2016. For the years ended December 31, 2017 and 2016, the Authority recognized pension expense of approximately \$2,452,000 and \$2,061,000 respectively.

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued OPERS CAFR, available as previously noted.

Deferred Outflows And Inflows

The 2017 deferred outflows of resources related to contributions subsequent to the measurement date, as shown in the table below, will be recognized as a reduction of the net pension liability in the year ended December 31, 2018; the 2016 amounts were recognized as a reduction of the net pension liability in the year December 31, 2017. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended December 31	2017	2016
2017	N/A	940,697
2018	728,969	1,115,439
2019	1,874,317	2,264,280
2020	433,166	1,388,432
2021	(972,366)	N/A
Thereafter	N/A	N/A

DEFERRED OUTFLOWS OF RESOURCES AND DEFERRED INFLOWS OF RESOURCES RELATED TO PENSIONS

	DEFERRED OUTFLOWS OF RESOURCES 2017	DEFERRED INFLOWS OF RESOURCES 2017	Deferred Outflows of Resources 2016	Deferred Inflows of Resources 2016
Differences between expected and actual experience	\$ -	\$ 1,088,903	\$ -	\$ 477,957
Changes of assumptions	2,703,202	-	1,738,823	-
Net difference between projected and actual earnings on pension plan investments	272,012	-	7,913,282	3,362,280
Changes in proportion and differences between Authority contributions and proportionate share of contributions	222,654	44,879	52	189,831
Authority contributions subsequent to the measurement date	1,555,654	-	1,621,901	-
Total	\$ 4,753,522	\$ 1,133,782	\$ 11,274,058	\$ 4,030,068

NOTE 11. DEFINED CONTRIBUTION PLAN

Oklahoma Legislature enacted legislation requiring that effective November 1, 2015, a Defined Contribution System be established by the OPERS for most state employees first employed by a participating State employer on or after November 1, 2015. Employees of the Authority who first become employees on or after November 1, 2015, and have no prior participation in OPERS must participate in this mandatory Defined Contribution Plan (the Plan) created in accordance with Internal Revenue Code (the Code) Section 401(a) and 457(b) and chapter 40 of Title 590 of the Oklahoma Statutes. The Plan is known as Pathfinder. This Plan and its related Trust(s) are intended to meet the requirements of the Internal Revenue Code. Pathfinder is administered by the OPERS. The OPERS Board may amend Pathfinder or Trust but no amendment shall authorize or permit any part of the Trust for Pathfinder to be used or diverted to purposes other than for the exclusive benefit of the Pathfinder participants and their beneficiaries.

Contribution rates are established by Oklahoma Statute and may be amended by Oklahoma Legislature. For 2017, employees must make mandatory employee contributions of 4.5% of pre-tax salary to the 401(a) plan and may make additional voluntary contributions to the 457(b) plan, subject to the maximum deferral limited allowed under the Code. Employees are vested 100% for all employee contributions. The Authority must make mandatory contributions of 6% of the employee's pre-tax salary and 7% if the employee elects to participate in the 457(b) plan. Employees become vested for employer contributions based on an established vesting schedule. The amount of the Authority's contributions for Pathfinder for the year ended December 31, 2017 and 2016 was approximately \$131,000 and \$52,300 respectively.

Additionally, in order to reduce the liabilities of the defined benefit plan, the Authority is required to contribute the difference between the established 16.5% defined benefit employer contribution rate and the amount required to match the participating employees' contribution in the defined contribution plan. The amounts contributed by the Authority for the years ended December 31, 2017 and 2016 to meet this requirement are included with the Authority's contributions noted in Note 10. The Authority reports no liabilities for Pathfinder at December 31, 2017 and 2016.

NOTE 12. ADVANCES FROM MOTOR FUEL TAX TRUST

By virtue of the "Enabling Act" of 1971 and amendments thereto, a portion of the motor fuel excise taxes collected on fuels consumed on the turnpikes is made available to the Authority from the Oklahoma Tax Commission. Prior to July 1, 1992, this amount was not to exceed \$3,000,000 during a fiscal year of the State. In 1992, Title 69, §1730 was amended to remove the cap and allow the Authority to receive the full amount collected in accordance with the original formula. This amendment stated the motor fuel taxes due to the Authority would be apportioned to the Authority on the first day of each calendar month. Beginning July 1, 1992, the amount of cash and investments on deposit was

frozen as security for the Series 1989 Revenue Bonds. All motor fuel taxes apportioned to the Authority shall be available to fund debt service and reserves to the extent monies are not otherwise available to the Authority for such purpose. If such motor fuel excise taxes apportioned to the Authority are not necessary in such month, the motor fuel excise taxes shall be paid over to the Oklahoma Department of Transportation (ODOT). During 2017 and 2016, the Authority received and subsequently remitted to ODOT \$46,960,452 and \$46,250,246, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of \$45,493,297 and \$45,250,239 at December 31, 2017 and 2016, respectively) are invested in interest-bearing obligations in the Turnpike Trust Fund. The interest received thereon (\$403,545 and \$419,533 during the years ended December 31, 2017 and 2016, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2017 or 2016.

Prior to the issuance of the Series 1989 Revenue Bonds, the Authority had not received apportionments from the Oklahoma Tax Commission since 1979 because the maximum amount that could be retained by the Authority in accordance with the Enabling Act was deposited with the prior Trustee.

When all Senior and Subordinate Revenue Bonds, together with interest thereon, have been paid, the Authority will be required to pay all amounts that have been received from the Oklahoma Tax Commission and any interest earned on amounts invested to the ODOT. The accumulated liability to the ODOT as of December 31, 2017 and 2016, is \$53,705,872 and \$53,262,639, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2017	\$ 53,262,639	\$ 443,233	\$ -	\$ 53,705,872
2016	\$ 52,911,466	\$ 351,173	\$ -	\$ 53,262,639

Additions to the liability represent the interest earned on amounts invested, net of realized gains and losses on the sale of investments. No amounts are due within one year.

NOTE 13. DISAGGREGATION OF RECEIVABLE AND PAYABLE BALANCES

Receivables are primarily comprised of current customer receivables representing 46.5% and 14.5%, and intergovernmental receivables representing 50.0% and 83.3% at December 31, 2017 and 2016, respectively. Remaining current receivables are comprised of 3.5% and 2.2% other receivables at December 31, 2017 and 2016, respectively.

Payable balances are comprised of 60.7% and 65.7% current accounts payable and accrued expenses to contractors and vendors, 27.5% and 26.0% current intergovernmental payables and 11.8% and 8.3% in other payables at December 31, 2017 and 2016 respectively.

**NOTE 14. LITIGATION AND
CONTINGENT LIABILITIES**

The Authority is a defendant in various litigation. Although the outcome of these matters is not presently determinable, in the opinion of the Authority's management, the resolution of these matters will not have a material adverse effect on the financial condition of the Authority.

NOTE 15. COMMITMENTS

At December 31, 2017 and 2016, the Authority had commitments outstanding relating to equipment orders and supplies of \$12,636,000 and \$12,501,000, respectively. At December 31, 2017 and 2016, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$106,087,000 and \$36,501,000, respectively.

**REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF EMPLOYER PROPORTIONATE SHARE
OF NET PENSION LIABILITY OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN YEARS ENDED -
DECEMBER 31, 2017**

	2017	2016	2015	2014
Authority's proportion of the net pension liability	1.13%	1.10%	1.11%	1.15%
Authority's proportionate share of the net pension liability	\$ 6,089,096	\$ 10,433,427	\$ 4,001,576	\$ 2,119,662
Authority's covered-employee payroll	\$ 18,598,154	\$ 19,446,001	\$ 19,529,946	\$ 19,482,910
Authority's proportionate share of the net pension liability as a percentage of its covered employee payroll	32.7%	53.7%	20.5%	10.9%
Plan fiduciary net position as a percentage of the total pension liability	94.3%	89.5%	96.0%	97.9%
*The amounts presented for the Authority's calendar year end (December 31) were determined as of the Plan's fiscal year end June 30. Information is not available prior to 2014. A 10-year trend will be presented when available.				

**SCHEDULE OF EMPLOYER CONTRIBUTIONS OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN
TEN YEARS DECEMBER 31, 2017 AND PRIOR NINE YEARS**

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Required Contributions	\$ 3,172,188	3,264,101	\$ 3,213,707	\$ 3,272,118	\$ 3,214,259	\$ 2,998,737	\$ 2,949,127	\$ 2,849,167	\$ 2,790,452	\$ 2,523,127
Contributions Made	3,172,188	3,264,101	3,213,707	3,272,118	3,214,259	2,998,737	2,949,127	2,849,167	2,790,452	2,523,127
Deficiency (Excess)	-	-	-	-	-	-	-	-	-	-
Covered Payroll	17,828,704	19,140,976	19,535,479	19,667,541	19,441,410	18,339,455	18,326,471	18,197,648	18,361,579	17,963,369
Contributions as %	17.8%	17.1%	16.5%	16.6%	16.5%	16.4%	16.1%	15.7%	15.2%	14.0%
Notes to Required Supplementary Information, Years Ended December 31, 2017 and 2016										
Per Oklahoma Statutes, the Plan has been amended effective November 1, 2015, so that the OPERS has created a defined contribution plan. Employees first employed on or after November 1, 2015 with no prior participation in the Plan will participate in the mandatory defined contribution plan.										
The 2.75% inflation rate for 2017 was a decrease from the 2016 inflation rate of 3.0%. The investment rate of return for 2017 is 7.0%, and the 2016 rate of return was adjusted to 7.25% rather than the original 2016 rate of return of 7.5%. For 2017, the expectation of retired life mortality for active participants and nondisabled pensioners was based on the RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years) rather than on the RP-200 Mortality Table projected to 2010 by Scale AA (disabled pensioners set forward 15 years), which was used prior to 2017. All other assumptions remained consistent for the years ended December 31, 2017 and 2016.										

**SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE
(PREPARED ON A NON-GAAP BUDGETARY BASIS)
YEAR ENDED DECEMBER 31, 2017**

Expense Description	BUDGETED EXPENSES	ACTUAL EXPENSES	VARIANCE (OVER)/UNDER
Toll Operations:			
Personnel services	\$ 13,424,895	\$ 12,738,077	\$ 686,818
Contractual services	7,851,716	5,795,941	2,055,775
Commodities	367,402	305,369	62,033
Capital outlay and contingencies	-	-	-
Total	21,644,013	18,839,387	2,804,626
Turnpike Maintenance:			
Personnel services	12,083,903	11,546,466	537,437
Contractual services	5,292,138	5,228,625	63,513
Commodities	3,405,765	4,360,646	(954,881)
Capital outlay and contingencies	-	8,415	(8,415)
Total	20,781,806	21,144,152	(362,346)
Construction:			
Personnel services	182,689	244,660	(61,971)
Contractual services	-	6,864	(6,864)
Commodities	-	2,003	(2,003)
Capital outlay and contingencies	-	-	-
Total	182,689	253,527	(70,838)
Engineering:			
Personnel services	857,703	824,239	33,464
Contractual services	155,850	170,104	(14,254)
Commodities	4,400	6,211	(1,811)
Capital outlay and contingencies	-	-	-
Total	1,017,953	1,000,554	17,399
Highway Patrol:			
Contractual services	15,660,946	16,341,415	(680,469)
Commodities	1,363,587	834,063	529,524
Capital outlay and contingencies	-	-	-
Total	17,024,533	17,175,478	(150,945)
PIKEPASS Customer Service:			
Personnel services	3,719,134	3,729,644	(10,510)
Contractual services	7,253,866	7,673,135	(419,269)
Commodities	3,909,291	3,365,259	544,032
Capital outlay and contingencies	-	-	-
Total	14,882,291	14,768,038	114,253
Administrative Services:			
Personnel services	906,126	860,864	45,262
Contractual services	329,875	209,264	120,611
Commodities	144,600	99,896	44,704
Capital outlay and contingencies	-	-	-
Total	1,380,601	1,170,024	210,577

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE
(PREPARED ON A NON-GAAP BUDGETARY BASIS)
YEAR ENDED DECEMBER 31, 2017

Expense Description	BUDGETED EXPENSES	ACTUAL EXPENSES	VARIANCE (OVER)/UNDER
Information Technology:			
Personnel services	\$ 1,743,250	\$ 1,071,268	\$ 671,982
Contractual services	2,508,200	2,575,397	(67,197)
Commodities	122,750	192,079	(69,329)
Capital outlay and contingencies	-	34,587	(34,587)
Total	4,374,200	3,873,331	500,869
Controller:			
Personnel services	1,108,204	938,129	170,075
Contractual services	242,275	356,787	(114,512)
Commodities	6,000	6,334	(334)
Capital outlay and contingencies	-	-	-
Total	1,356,479	1,301,250	55,229
Finance and Revenue:			
Personnel services	311,672	290,257	21,415
Contractual services	286,952	266,988	19,964
Commodities	-	2,548	(2,548)
Capital outlay and contingencies	-	-	-
Total	598,624	559,793	38,831
Executive:			
Personnel services	1,558,839	1,643,912	(85,073)
Contractual services	1,064,183	1,319,730	(255,547)
Commodities	28,675	43,875	(15,200)
Capital outlay and contingencies	-	-	-
Total	2,651,697	3,007,517	(355,820)
Authority:			
Contractual services	5,000	1,483	3,517
Commodities	2,169,189	-	2,169,189
Capital outlay and contingencies	-	-	-
Total	2,174,189	1,483	2,172,706
Total expenses	\$ 88,069,075	\$ 83,094,534	\$ 4,974,541

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:

	2017	2016
Budgetary basis	\$ 83,094,534	\$ 78,007,620
Increase (decrease) due to:		
Current expenses reclassified as property and equipment	(43,002)	(31,405)
Non-Revenue Fund operating expenses	20,122,324	17,503,985
Other GAAP adjustments	(1,285,740)	(1,507,858)
GAAP basis	\$ 101,888,116	\$ 93,972,342

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2017

2011 Series						
Year	2011 A Series Revenue			2011 B Series Refunding		
MATURITY JAN. 1	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
2018	\$ 37,820,000	\$ 17,380,681	\$ 55,200,681	\$ 1,555,000	\$ 4,564,933	\$ 6,119,933
2019	40,215,000	15,583,981	55,798,981	5,000.00	2,075,320	2,080,320
2020	41,925,000	13,827,356	55,752,356	5,000.00	2,075,220	2,080,220
2021	41,295,000	11,758,063	53,053,063	6,180,000	2,075,108	8,255,108
2022	39,985,000	9,804,400	49,789,400	5,215,000	1,839,983	7,054,983
2023	24,275,000	7,824,275	32,099,275	1,320,000	1,605,333	2,925,333
2024	24,880,000	6,705,925	31,585,925	-	1,565,732	1,565,732
2025	26,350,000	5,474,263	31,824,263	-	1,565,732	1,565,732
2026	27,470,000	4,166,756	31,636,756	-	1,565,732	1,565,732
2027	28,615,000	2,821,756	31,436,756	-	1,565,732	1,565,732
2028	29,805,000	1,435,975	31,240,975	-	1,565,732	1,565,732
2029	-	-	-	-	1,565,733	1,565,733
2030	-	-	-	24,045,000	1,565,733	25,610,733
2031	-	-	-	16,000,000	640,000	16,640,000
2032	-	-	-	-	-	-
2033	-	-	-	-	-	-
2034	-	-	-	-	-	-
2035	-	-	-	-	-	-
2036	-	-	-	-	-	-
2037	-	-	-	-	-	-
2038	-	-	-	-	-	-
2039	-	-	-	-	-	-
2040	-	-	-	-	-	-
2041	-	-	-	-	-	-
2042	-	-	-	-	-	-
2043	-	-	-	-	-	-
2044	-	-	-	-	-	-
2045	-	-	-	-	-	-
2046	-	-	-	-	-	-
2047	-	-	-	-	-	-
Totals	\$ 362,635,000	\$ 96,783,431	\$ 459,418,431	\$ 54,325,000	\$ 25,836,023	\$ 80,161,023

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2017

2017 Series						
Year	2017 A Series Revenue			2017 B Series Refunding		
MATURITY JAN. 1	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
2018	\$ -	\$ 17,766,138	\$ 17,766,138	\$ 4,945,000	\$ 618,994	\$ 5,563,994
2019	-	19,801,269	19,801,269	5,020,000	541,550	5,561,550
2020	-	19,801,269	19,801,269	4,000,000	441,150	4,441,150
2021	-	19,801,269	19,801,269	5,235,000	321,150	5,556,150
2022	-	19,801,269	19,801,269	4,730,000	111,750	4,841,750
2023	-	19,801,269	19,801,269	-	-	-
2024	-	19,801,269	19,801,269	-	-	-
2025	-	19,801,269	19,801,269	-	-	-
2026	-	19,801,269	19,801,269	-	-	-
2027	-	19,801,269	19,801,269	-	-	-
2028	-	19,801,269	19,801,269	-	-	-
2029	-	19,801,269	19,801,269	-	-	-
2030	-	19,801,269	19,801,269	-	-	-
2031	-	19,801,269	19,801,269	-	-	-
2032	20,445,000	19,801,269	40,246,269	-	-	-
2033	21,420,000	18,818,169	40,238,169	-	-	-
2034	22,270,000	17,971,175	40,241,175	-	-	-
2035	23,155,000	17,085,650	40,240,650	-	-	-
2036	24,075,000	16,172,300	40,247,300	-	-	-
2037	25,035,000	15,209,300	40,244,300	-	-	-
2038	22,935,000	13,957,550	36,892,550	-	-	-
2039	27,330,000	12,910,800	40,240,800	-	-	-
2040	28,660,000	11,578,500	40,238,500	-	-	-
2041	30,065,000	10,181,500	40,246,500	-	-	-
2042	31,530,000	8,716,100	40,246,100	-	-	-
2043	33,075,000	7,166,000	40,241,000	-	-	-
2044	34,400,000	5,843,000	40,243,000	-	-	-
2045	35,775,000	4,467,000	40,242,000	-	-	-
2046	37,205,000	3,036,000	40,241,000	-	-	-
2047	38,695,000	1,547,800	40,242,800	-	-	-
Totals	\$ 456,070,000	\$ 459,644,748	\$ 915,714,748	\$ 23,930,000	\$ 2,034,594	\$ 25,964,594

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2017

2017 Series						
Year	2017 C Series Revenue			2017 D Series Refunding		
MATURITY JAN. 1	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
2018	\$ -	\$ 406,926	\$ 406,926	\$ 11,435,000	\$ 362,388	\$ 11,797,388
2019	-	14,649,322	14,649,322	11,405,000	12,588,550	23,993,550
2020	-	14,649,322	14,649,322	11,850,000	12,132,350	23,982,350
2021	-	14,649,322	14,649,322	5,695,000	11,658,350	17,353,350
2022	-	14,649,322	14,649,322	11,315,000	11,430,550	22,745,550
2023	-	14,649,322	14,649,322	33,420,000	10,864,800	44,284,800
2024	-	14,649,322	14,649,322	34,170,000	9,528,000	43,698,000
2025	-	14,649,322	14,649,322	36,415,000	7,819,500	44,234,500
2026	-	14,649,322	14,649,322	38,145,000	5,998,750	44,143,750
2027	-	14,649,322	14,649,322	39,960,000	4,091,500	44,051,500
2028	-	14,649,322	14,649,322	41,870,000	2,093,500	43,963,500
2029	26,210,000	14,649,322	40,859,322	-	-	-
2030	27,520,000	13,338,822	40,858,822	-	-	-
2031	28,895,000	11,962,822	40,857,822	-	-	-
2032	9,895,000	10,518,072	20,413,072	-	-	-
2033	10,400,000	10,023,322	20,423,322	-	-	-
2034	10,915,000	9,503,323	20,418,323	-	-	-
2035	11,360,000	9,057,573	20,417,573	-	-	-
2036	11,925,000	8,489,573	20,414,573	-	-	-
2037	12,525,000	7,893,323	20,418,323	-	-	-
2038	16,405,000	7,360,823	23,765,823	-	-	-
2039	13,715,000	6,704,623	20,419,623	-	-	-
2040	14,265,000	6,156,023	20,421,023	-	-	-
2041	14,830,000	5,585,423	20,415,423	-	-	-
2042	15,420,000	4,992,223	20,412,223	-	-	-
2043	16,030,000	4,391,863	20,421,863	-	-	-
2044	16,825,000	3,590,363	20,415,363	-	-	-
2045	17,670,000	2,749,113	20,419,113	-	-	-
2046	18,555,000	1,865,613	20,420,613	-	-	-
2047	19,480,000	937,863	20,417,863	-	-	-
Totals	\$ 312,840,000	\$ 286,670,228	\$ 599,510,228	\$ 275,680,000	\$ 88,568,238	\$ 364,248,238

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2017

2017 Series			
Year	2017 E Series		
MATURITY JAN. 1	PRINCIPAL	INTEREST	TOTAL
2018	\$ 2,285,000	\$ 122,853	\$ 2,407,853
2019	-	4,331,292	4,331,292
2020	-	4,331,292	4,331,292
2021	-	4,331,292	4,331,292
2022	-	4,331,292	4,331,292
2023	4,370,000	4,331,292	8,701,292
2024	6,850,000	4,156,492	11,006,492
2025	6,255,000	3,813,992	10,068,992
2026	6,675,000	3,501,243	10,176,243
2027	7,125,000	3,167,493	10,292,493
2028	7,575,000	2,811,243	10,386,243
2029	31,105,000	2,432,493	33,537,493
2030	8,465,000	1,027,243	9,492,243
2031	15,130,000	603,993	15,733,993
2032	-	-	-
2033	-	-	-
2034	-	-	-
2035	-	-	-
2036	-	-	-
2037	-	-	-
2038	-	-	-
2039	-	-	-
2040	-	-	-
2041	-	-	-
2042	-	-	-
2043	-	-	-
2044	-	-	-
2045	-	-	-
2046	-	-	-
2047	-	-	-
Totals	\$ 95,835,000	\$ 43,293,505	\$ 139,128,505

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2017

Year	Total Bonds			
MATURITY JAN. 1	PRINCIPAL	INTEREST	TOTAL	OUTSTANDING PRINCIPAL
2018	\$ 58,040,000	\$ 41,222,913	\$ 99,262,913	\$ 1,523,275,000
2019	56,645,000	69,571,284	126,216,284	1,466,630,000
2020	57,780,000	67,257,959	125,037,959	1,408,850,000
2021	58,405,000	64,594,554	122,999,554	1,350,445,000
2022	61,245,000	61,968,566	123,213,566	1,289,200,000
2023	63,385,000	59,076,291	122,461,291	1,225,815,000
2024	65,900,000	56,406,740	122,306,740	1,159,915,000
2025	69,020,000	53,124,078	122,144,078	1,090,895,000
2026	72,290,000	49,683,072	121,973,072	1,018,605,000
2027	75,700,000	46,097,072	121,797,072	942,905,000
2028	79,250,000	42,357,041	121,607,041	863,655,000
2029	57,315,000	38,448,817	95,763,817	806,340,000
2030	60,030,000	35,733,067	95,763,067	746,310,000
2031	60,025,000	33,008,084	93,033,084	686,285,000
2032	30,340,000	30,319,341	60,659,341	655,945,000
2033	31,820,000	28,841,491	60,661,491	624,125,000
2034	33,185,000	27,474,498	60,659,498	590,940,000
2035	34,515,000	26,143,223	60,658,223	556,425,000
2036	36,000,000	24,661,873	60,661,873	520,425,000
2037	37,560,000	23,102,623	60,662,623	482,865,000
2038	39,340,000	21,318,373	60,658,373	443,525,000
2039	41,045,000	19,615,423	60,660,423	402,480,000
2040	42,925,000	17,734,523	60,659,523	359,555,000
2041	44,895,000	15,766,923	60,661,923	314,660,000
2042	46,950,000	13,708,323	60,658,323	267,710,000
2043	49,105,000	11,557,863	60,662,863	218,605,000
2044	51,225,000	9,433,363	60,658,363	167,380,000
2045	53,445,000	7,216,113	60,661,113	113,935,000
2046	55,760,000	4,901,613	60,661,613	58,175,000
2047	58,175,000	2,485,663	60,660,663	-
Totals	\$ 1,581,315,000	\$ 1,002,830,767	\$ 2,584,145,767	\$

Other Long-Term Debt			
Year	US Bank Loan		
MATURITY Dec. 1	PRINCIPAL	INTEREST	TOTAL
2018	\$ 14,999,991	\$ 332,936	\$ 15,332,927
2019	1	1	2
2020	1	1	2
2021	1	1	2
2022	1	1	2
2023	1	1	2
2024	1	1	2
2025	1	1	2
2026	1	1	2
2027	1	1	2
Totals	\$ 15,000,000	\$ 332,945	\$ 15,332,945

(Continued)

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**REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS
ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS REQUIRED BY *GOVERNMENT
AUDITING STANDARDS***

Members
Oklahoma Turnpike Authority

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We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Oklahoma Turnpike Authority (the "Authority") as of and for the year ended December 31, 2017, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 29, 2018.

Internal control over financial reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting ("internal control") to design audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in the Authority's internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and other matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Intended purpose

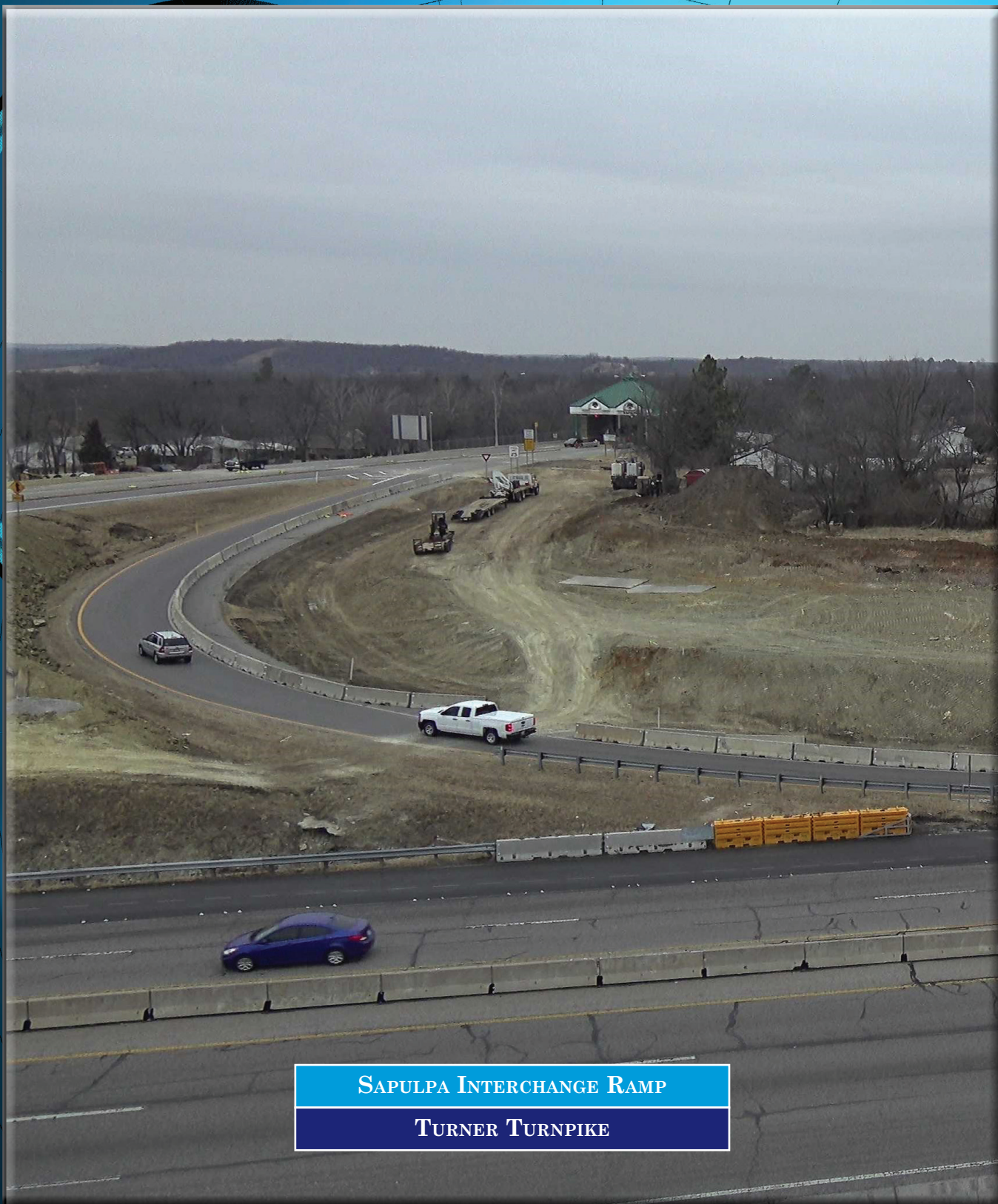
The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

Grant Thornton LLP

Oklahoma City, OK
March 29, 2018



COWETA TOLL PLAZA
MUSKOGEE TUNPIKE



SAPULPA INTERCHANGE RAMP

TURNER TURNPIKE

This part of OTA's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about OTA's overall financial health.

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FINANCIAL TRENDS

These schedules contain trend information to help the reader understand how OTA's financial performance and well-being have changed over time.

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These schedules contain information to help the reader assess the factors affecting OTA's revenue.

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DEMOGRAPHIC AND ECONOMIC INFORMATION

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The jurisdiction of the OTA is limited to its Turnpike System and rights-of-way.	

OPERATING INFORMATION

These schedules contain information about OTA's operations and resources to help the reader understand how OTA's financial information relates to the services OTA provides and the activities it performs.

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Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

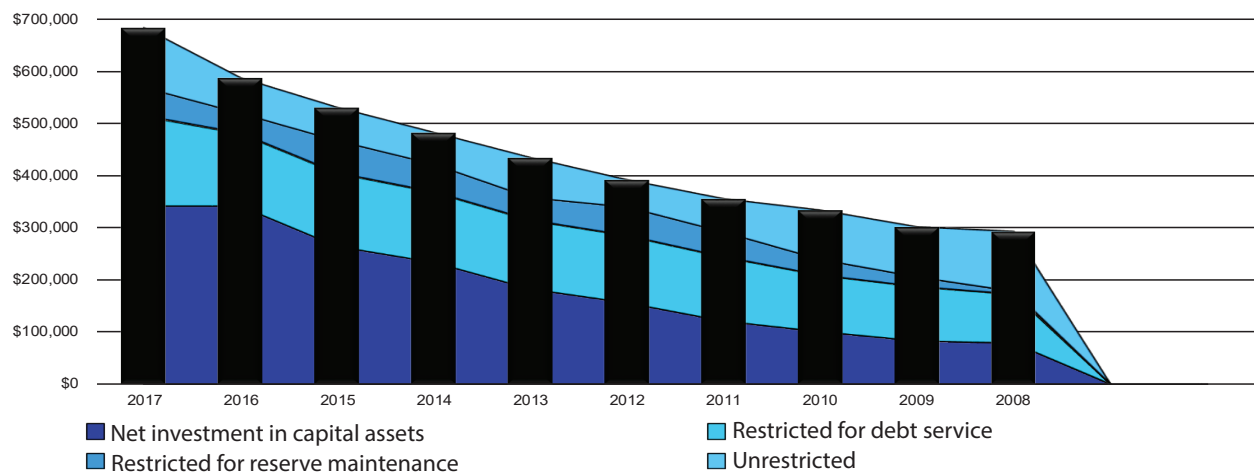
*** indicates information is not available for the specified period.*

Schedule 1: Net Position by Component
Ten Years - December 31, 2017 and Prior Nine Years
(Presented in Thousands of Dollars)

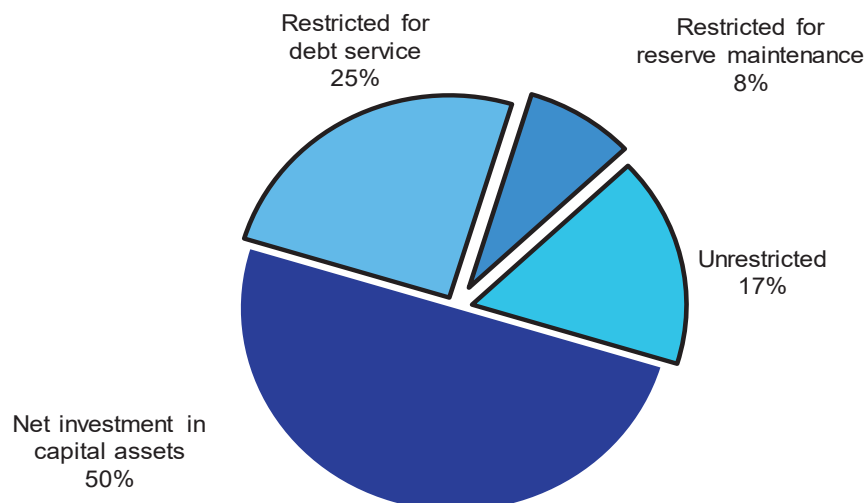
	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Net investment in capital assets	\$ 341,664	\$ 341,525	\$ 264,316	\$ 233,186	\$ 182,443	\$ 155,631	\$ 121,115	\$ 100,747	\$ 83,237	\$ 78,343
Restricted for debt service	170,853	138,214	139,621	133,863	131,433	128,114	121,358	107,454	103,547	93,360
Restricted for reserve maintenance	56,302	38,684	61,816	53,948	43,562	56,275	48,188	30,144	18,457	5,582
Restricted for other purposes	-	-	-	-	-	-	-	-	-	-
Unrestricted	114,575	69,600	65,173	60,990	77,454	52,398	65,321	94,684	96,023	115,126
Total net position	\$ 683,394	\$ 588,023	\$ 530,926	\$ 481,987	\$ 434,892	\$ 392,418	\$ 355,982	\$ 333,029	\$ 301,264	\$ 292,411

Note: In 2013, the OTA implemented GASB 65, effective as of January 1, 2012. The net effect of this application was a restatement of 2012 unrestricted net position to reflect a reduction of \$4,056 (presented in thousands of dollars).

Net Position by Component, Last Ten Fiscal Years (Presented in Thousands of Dollars)



Net Position by Component, 2017

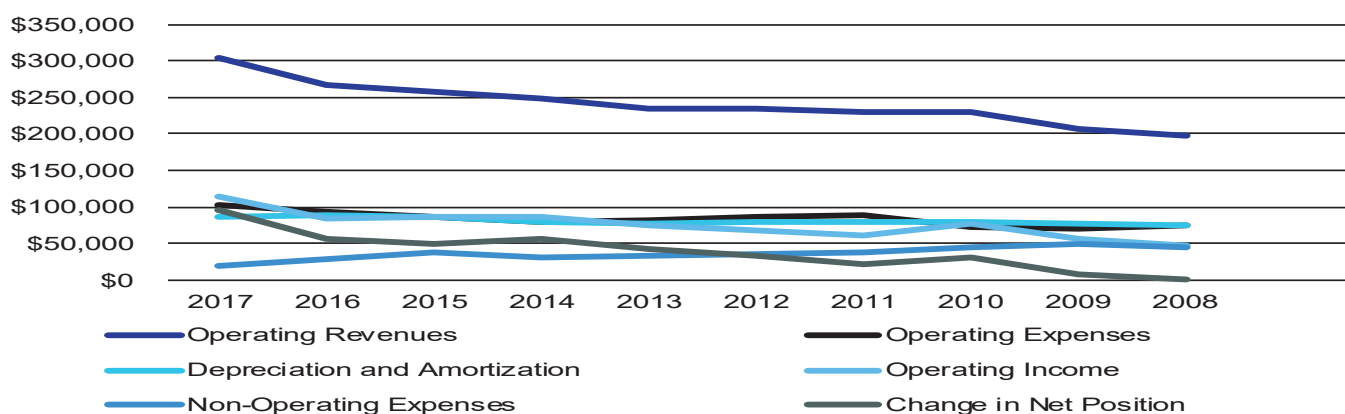


Schedule 2: Changes in Net Position
Ten Years - December 31, 2017 and Prior Nine Years
(Presented in Thousands of Dollars)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Operating revenues:										
Tolls	\$ 300,812	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469	\$ 204,758	\$ 196,163
Concessions	2,390	2,277	1,838	1,627	1,579	1,582	1,309	1,269	1,322	1,358
Total operating revenues	303,202	267,341	257,889	247,697	234,325	235,079	228,933	229,738	206,080	197,521
Operating expenses:										
Toll Operations	19,495	19,291	18,201	19,256	19,318	19,190	18,768	18,175	18,263	17,515
Turnpike Maintenance	21,623	20,844	21,907	21,712	22,120	19,077	19,661	18,240	17,557	20,203
Engineering	3,175	4,548	4,649	3,256	3,683	8,589	8,523	3,430	3,667	5,190
Construction	600	-	-	-	-	-	-	-	-	-
Highway Patrol	18,616	20,256	15,420	13,663	13,668	13,368	13,350	12,851	12,154	13,187
PIKEPASS Customer Service	18,557	15,125	14,445	12,942	12,238	16,573	18,503	10,444	9,547	8,897
Administrative Services	1,743	1,718	1,630	2,332	2,177	2,124	2,179	2,355	2,134	2,101
Information Technology	6,208	5,541	4,333	3,721	4,642	4,279	3,878	3,905	4,065	5,199
Controller	1,290	1,117	924	924	962	862	859	817	821	740
Finance and Revenue	6,990	2,240	1,236	718	838	1,060	721	696	1,269	869
Executive	3,590	3,286	2,778	2,027	1,938	1,570	1,474	1,483	1,438	1,419
Authority	1	6	9	4	8	14	2	-	-	-
Total operating expenses before depreciation and amortization	101,888	93,972	85,532	80,555	81,592	86,706	87,918	72,396	70,915	75,320
Operating income before depreciation and amortization	201,314	173,368	172,357	167,142	152,733	148,373	141,015	157,342	135,165	122,201
Depreciation and amortization	(86,982)	(87,935)	(85,993)	(80,035)	(77,067)	(79,163)	(80,002)	(79,780)	(77,719)	(75,677)
Operating income	114,332	85,433	86,364	87,107	75,666	69,210	61,013	77,562	57,446	46,524
Non-operating revenues (expenses):										
Interest earned on investments	5,919	4,427	4,419	4,554	4,526	4,968	4,756	4,495	6,126	8,351
Net change in fair value of investments	2,307	1,186	(239)	2,229	(485)	(119)	189	678	(2,436)	(1,043)
Interest expense on bonds outstanding	(33,840)	(39,195)	(42,854)	(40,539)	(41,093)	(42,615)	(44,496)	(53,784)	(57,235)	(55,363)
Other	6,654	5,246	1,248	3,383	3,860	1,452	1,490	2,814	4,952	3,131
Net non-operating expenses	(18,960)	(28,336)	(37,426)	(30,373)	(33,192)	(36,314)	(38,061)	(45,797)	(48,593)	(44,924)
Change in net position	\$ 95,372	\$ 57,097	\$ 48,938	\$ 56,734	\$ 42,474	\$ 32,896	\$ 22,952	\$ 31,765	\$ 8,853	\$ 1,600

Note: In 2013, the OTA implemented GASB 65, effective as of January 1, 2012. The effect of this implementation was a reduction of 2012 depreciation and amortization expense of \$341 (presented in thousands of dollars). In 2012, the OTA recorded the cumulative effect of the change in accounting principle for the implementation of GASB 62. The net effect of this retroactive application was \$7,937 (presented in thousands of dollars)

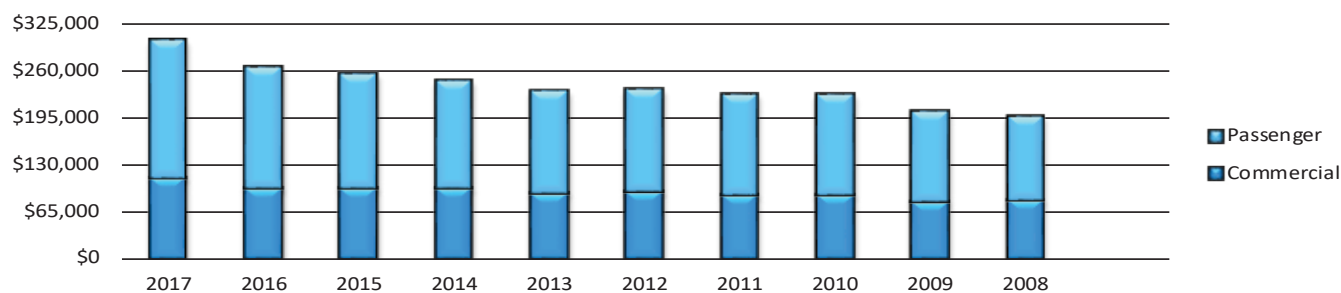
Changes in Net Position and Components, Last Ten Fiscal Years (Presented in Thousands of Dollars)



Schedule 3: Toll Revenues by Type and Turnpike Ten Years - December 31, 2017 and Prior Nine Years (Presented in Thousands of Dollars)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Turner Turnpike										
Passenger	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879	\$ 27,126	\$ 27,833	\$ 25,586	\$ 23,094
Commercial	36,231	31,220	30,936	30,798	29,210	29,322	28,552	27,971	24,859	26,302
Total	73,068	64,196	61,920	60,263	57,302	57,201	55,678	55,804	50,445	49,396
Will Rogers Turnpike										
Passenger	23,005	20,443	19,341	18,432	17,638	17,589	17,638	18,294	16,848	15,151
Commercial	39,105	34,912	34,434	33,810	32,250	33,160	32,384	31,830	28,097	29,543
Total	62,110	55,355	53,775	52,242	49,888	50,749	50,022	50,124	44,945	44,694
H. E. Bailey Turnpike										
Passenger	22,948	20,335	19,270	18,607	17,910	17,788	17,357	17,759	15,929	14,094
Commercial	7,641	6,315	6,334	6,550	5,833	5,731	5,404	5,297	4,744	4,910
Total	30,589	26,650	25,604	25,157	23,743	23,519	22,761	23,056	20,673	19,004
Indian Nation Turnpike										
Passenger	9,309	8,306	8,366	7,880	7,642	7,623	7,448	7,791	7,042	6,431
Commercial	7,356	6,246	6,376	6,380	6,322	6,424	5,959	6,047	5,329	5,574
Total	16,665	14,552	14,742	14,260	13,964	14,047	13,407	13,838	12,371	12,005
Muskogee Turnpike										
Passenger	14,389	13,172	12,840	12,086	12,047	12,015	11,415	12,040	10,924	9,711
Commercial	5,767	5,217	5,129	5,043	4,276	4,357	4,303	4,402	3,826	4,044
Total	20,156	18,389	17,969	17,129	16,323	16,372	15,718	16,442	14,750	13,755
Cimarron Turnpike										
Passenger	7,908	6,877	6,735	6,481	6,212	6,032	5,770	5,891	5,336	4,700
Commercial	5,562	4,866	4,914	5,100	5,039	4,885	4,314	4,075	3,853	3,914
Total	13,470	11,743	11,649	11,581	11,251	10,917	10,084	9,966	9,189	8,614
John Kilpatrick Turnpike										
Passenger	37,316	33,208	31,100	28,387	25,607	25,445	24,902	23,805	21,262	19,480
Commercial	3,801	3,104	3,106	2,788	2,416	2,590	2,480	2,200	2,016	2,245
Total	41,117	36,312	34,206	31,175	28,023	28,035	27,382	26,005	23,278	21,725
Cherokee Turnpike										
Passenger	6,628	5,764	5,436	5,041	4,891	4,840	4,720	4,906	4,628	4,293
Commercial	3,102	2,858	2,771	2,749	2,651	2,650	2,604	2,588	2,386	2,374
Total	9,730	8,622	8,207	7,790	7,542	7,490	7,324	7,494	7,014	6,667
Chickasaw Turnpike										
Passenger	660	518	492	461	436	424	428	424	398	363
Commercial	274	292	278	314	274	256	258	247	200	196
Total	934	810	770	775	710	680	686	671	598	559
Creek Turnpike										
Passenger	30,324	26,189	24,992	23,414	21,827	22,241	22,084	22,561	19,613	17,840
Commercial	2,916	2,246	2,217	2,284	2,173	2,246	2,478	2,508	1,882	1,904
Total	33,240	28,435	27,209	25,698	24,000	24,487	24,562	25,069	21,495	19,744
Totals										
Passenger	189,324	167,788	159,556	150,254	142,302	141,876	138,888	141,304	127,566	115,157
Commercial	111,755	97,276	96,495	95,816	90,444	91,621	88,736	87,165	77,192	81,006
Total Revenues	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469	\$ 204,758	\$ 196,163

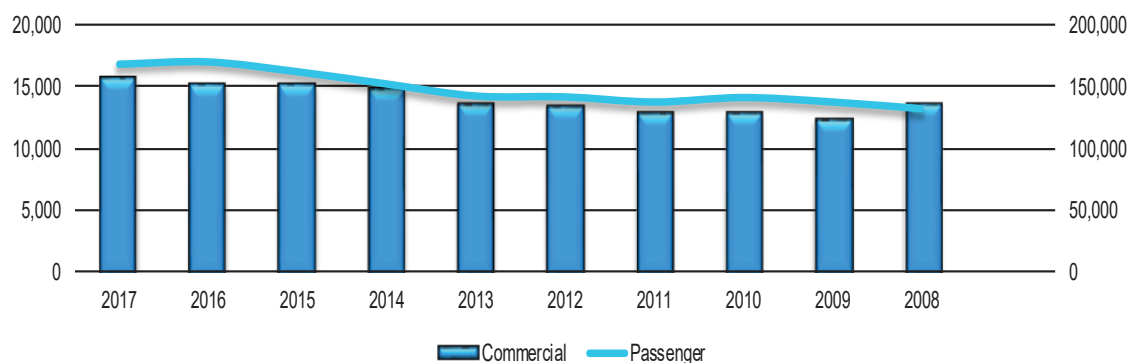
Toll Revenues by Type, Last Ten Fiscal Years (Presented in Thousands of Dollars)



Schedule 4: Toll Transactions by Type and Turnpike Ten Years - December 31, 2017 and Prior Nine Years (Presented in Thousands of Transactions)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Turner Turnpike										
Passenger	16,762	16,848	15,771	15,010	14,146	14,049	13,248	13,761	13,786	13,326
Commercial	2,735	2,582	2,544	2,553	2,416	2,356	2,279	2,253	2,177	2,423
Total	19,497	19,430	18,315	17,563	16,562	16,405	15,527	16,014	15,963	15,749
Will Rogers Turnpike										
Passenger	13,064	13,112	12,637	12,272	11,472	11,364	11,146	11,799	11,527	11,009
Commercial	3,355	3,279	3,265	3,234	3,089	3,090	3,030	3,005	2,875	3,164
Total	16,419	16,391	15,902	15,506	14,561	14,454	14,176	14,804	14,402	14,173
H. E. Bailey Turnpike										
Passenger	18,311	18,478	17,558	16,994	16,500	16,261	15,778	16,151	15,728	14,825
Commercial	2,211	2,070	2,048	2,012	1,666	1,616	1,535	1,578	1,509	1,615
Total	20,522	20,548	19,606	19,006	18,166	17,877	17,313	17,729	17,237	16,440
Indian Nation Turnpike										
Passenger	5,114	5,227	5,244	4,992	4,879	4,913	4,798	5,073	5,070	4,956
Commercial	1,370	1,313	1,340	1,320	1,312	1,339	1,261	1,291	1,232	1,353
Total	6,484	6,540	6,584	6,312	6,191	6,252	6,059	6,364	6,302	6,309
Muskogee Turnpike										
Passenger	10,290	10,672	10,360	9,808	9,848	9,741	9,222	9,825	9,635	9,087
Commercial	1,726	1,805	1,775	1,670	1,189	1,155	1,149	1,200	1,139	1,277
Total	12,016	12,477	12,135	11,478	11,037	10,896	10,371	11,025	10,774	10,364
Cimarron Turnpike										
Passenger	6,745	6,767	6,634	6,389	6,114	5,964	5,735	6,024	6,121	5,751
Commercial	1,202	1,181	1,205	1,223	1,206	1,167	1,016	969	985	1,049
Total	7,947	7,948	7,839	7,612	7,320	7,131	6,751	6,993	7,106	6,800
John Kilpatrick Turnpike										
Passenger	48,785	49,863	47,027	42,846	38,649	37,940	36,866	36,044	35,189	34,193
Commercial	1,166	1,138	1,166	1,043	930	948	867	817	851	1,000
Total	49,951	51,001	48,193	43,889	39,579	38,888	37,733	36,861	36,040	35,193
Cherokee Turnpike										
Passenger	4,058	4,241	4,024	3,714	3,580	3,516	3,429	3,687	3,611	3,503
Commercial	461	470	451	436	417	417	417	428	430	455
Total	4,519	4,711	4,475	4,150	3,997	3,933	3,846	4,115	4,041	3,958
Chickasaw Turnpike										
Passenger	998	904	854	798	759	731	719	746	758	734
Commercial	167	235	218	241	215	202	192	191	154	151
Total	1,165	1,139	1,072	1,039	974	933	911	937	912	885
Creek Turnpike										
Passenger	43,958	43,821	41,958	39,440	36,609	37,368	36,788	38,202	36,331	34,958
Commercial	1,408	1,224	1,196	1,201	1,175	1,147	1,209	1,244	1,110	1,181
Total	45,366	45,045	43,154	40,641	37,784	38,515	37,997	39,446	37,441	36,139
Totals										
Passenger	168,085	169,933	162,067	152,263	142,556	141,847	137,729	141,312	137,756	132,342
Commercial	15,801	15,297	15,208	14,933	13,615	13,437	12,955	12,976	12,462	13,668
Total Transactions	183,886	185,230	177,275	167,196	156,171	155,284	150,684	154,288	150,218	146,010

Toll Transactions by Type, Last Ten Fiscal Years (Presented in Thousands of Transactions)



Schedule 5: Toll Revenues by Principal Revenue Payers
Payment Method, Class and Turnpike
Ten Years - December 31, 2017 and Prior Nine Years
(Presented in Thousands of Dollars/Transactions)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Toll revenues										
Electronic Tolls	\$ 198,661	\$ 165,832	\$ 155,530	\$ 144,859	\$ 133,606	\$ 132,086	\$ 128,034	\$ 126,539	\$ 110,842	\$ 104,808
Cash	102,418	99,232	100,521	101,211	99,140	101,411	99,590	101,930	93,916	91,355
Percentage of total revenues										
Electronic Tolls	66.0%	62.6%	60.7%	58.9%	57.4%	56.6%	56.2%	55.4%	54.1%	53.4%
Cash	34.0%	37.4%	39.3%	41.1%	42.6%	43.4%	43.8%	44.6%	45.9%	46.6%
Toll transactions										
Electronic Tolls	138,238	135,560	127,609	118,050	108,415	106,870	103,423	102,279	97,058	93,831
Cash	45,648	49,670	49,666	49,146	47,756	48,414	47,261	52,009	53,160	52,179
Percentage of total transactions										
Electronic Tolls	75.2%	73.2%	72.0%	70.6%	69.4%	68.8%	68.6%	66.3%	64.6%	64.3%
Cash	24.8%	26.8%	28.0%	29.4%	30.6%	31.2%	31.4%	33.7%	35.4%	35.7%
Turner Turnpike										
2-axle vehicles	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879	\$ 27,126	\$ 27,833	\$ 25,586	\$ 23,094
3-axle vehicles	1,755	1,390	1,395	1,335	1,265	824	792	808	707	708
4-axle vehicles	1,733	1,544	1,521	1,481	1,451	1,536	1,512	1,595	1,507	1,444
5-axle vehicles	31,480	27,368	27,000	27,064	25,601	26,136	25,447	24,817	21,914	23,402
6-axle vehicles	1,263	918	1,020	918	893	826	801	751	731	748
Total	73,068	64,196	61,920	60,263	57,302	57,201	55,678	55,804	50,445	49,396
Will Rogers Turnpike										
2-axle vehicles	23,005	20,443	19,340	18,432	17,638	17,589	17,638	18,294	16,848	15,151
3-axle vehicles	1,137	935	1,000	918	875	799	685	707	655	650
4-axle vehicles	1,865	1,685	1,585	1,515	1,455	1,443	1,497	1,579	1,485	1,397
5-axle vehicles	34,976	31,540	30,998	30,543	29,073	30,019	29,450	28,842	25,256	26,856
6-axle vehicles	1,127	752	852	834	847	899	752	702	701	640
Total	62,110	55,355	53,775	52,242	49,888	50,749	50,022	50,124	44,945	44,694
H.E. Bailey Turnpike										
2-axle vehicles	22,948	20,335	19,270	18,607	17,910	17,788	17,357	17,759	15,929	14,094
3-axle vehicles	719	622	573	578	356	358	346	446	424	352
4-axle vehicles	703	593	591	607	594	598	586	611	532	501
5-axle vehicles	6,004	4,944	5,013	5,196	4,739	4,623	4,341	4,125	3,681	3,917
6-axle vehicles	215	156	157	169	144	152	131	115	107	140
Total	30,589	26,650	25,604	25,157	23,743	23,519	22,761	23,056	20,673	19,004
Indian Nation Turnpike										
2-axle vehicles	9,309	8,307	8,366	7,880	7,642	7,623	7,448	7,791	7,042	6,431
3-axle vehicles	364	292	245	216	215	247	228	239	240	233
4-axle vehicles	576	537	578	580	571	577	573	592	550	542
5-axle vehicles	6,277	5,324	5,459	5,479	5,425	5,474	5,039	5,094	4,407	4,669
6-axle vehicles	140	92	94	105	111	126	119	122	132	130
Total	16,666	14,552	14,742	14,260	13,964	14,047	13,407	13,838	12,371	12,005

(Continued)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Muskogee Turnpike										
2-axle vehicles	\$ 14,389	\$ 13,172	\$ 12,840	\$ 12,086	\$ 12,047	\$ 12,015	\$ 11,415	\$ 12,040	\$ 10,924	\$ 9,711
3-axle vehicles	1,084	1,038	1,024	936	281	221	232	263	228	224
4-axle vehicles	368	339	321	330	337	347	345	371	345	334
5-axle vehicles	4,188	3,726	3,674	3,661	3,574	3,705	3,632	3,668	3,159	3,380
6-axle vehicles	127	114	110	116	84	84	94	100	94	106
Total	20,156	18,389	17,969	17,129	16,323	16,372	15,718	16,442	14,750	13,755
Cimarron Turnpike										
2-axle vehicles	7,908	6,877	6,735	6,481	6,212	6,032	5,770	5,891	5,336	4,700
3-axle vehicles	243	219	243	196	198	195	164	165	155	152
4-axle vehicles	446	394	406	391	371	351	318	331	321	301
5-axle vehicles	4,763	4,162	4,163	4,390	4,364	4,218	3,749	3,505	3,310	3,381
6-axle vehicles	110	91	102	123	106	121	83	74	67	80
Total	13,470	11,743	11,649	11,581	11,251	10,917	10,084	9,966	9,189	8,614
John Kilpatrick Turnpike										
2-axle vehicles	37,316	33,208	31,100	28,387	25,607	25,445	24,902	23,805	21,262	19,480
3-axle vehicles	368	379	412	335	278	264	230	221	220	268
4-axle vehicles	339	315	323	292	259	280	291	286	266	285
5-axle vehicles	2,966	2,323	2,264	2,056	1,776	1,915	1,820	1,574	1,385	1,519
6-axle vehicles	128	87	107	105	103	131	139	119	145	173
Total	41,117	36,312	34,206	31,175	28,023	28,035	27,382	26,005	23,278	21,725
Cherokee Turnpike										
2-axle vehicles	6,628	5,764	5,436	5,041	4,891	4,840	4,720	4,906	4,628	4,293
3-axle vehicles	178	163	155	137	111	119	130	134	128	127
4-axle vehicles	244	217	210	196	192	193	192	194	187	178
5-axle vehicles	2,635	2,442	2,367	2,340	2,309	2,299	2,244	2,227	2,040	2,033
6-axle vehicles	45	36	39	76	39	39	38	33	31	36
Total	9,730	8,622	8,207	7,790	7,542	7,490	7,324	7,494	7,014	6,667
Chickasaw Turnpike										
2-axle vehicles	660	517	492	461	436	424	428	424	398	363
3-axle vehicles	52	104	93	100	95	89	88	80	54	46
4-axle vehicles	21	21	22	23	20	18	20	21	19	20
5-axle vehicles	188	153	144	171	154	144	144	142	124	128
6-axle vehicles	12	15	19	20	5	5	6	4	3	2
Total	933	810	770	775	710	680	686	671	598	559
Creek Turnpike										
2-axle vehicles	30,324	26,189	24,992	23,414	21,827	22,241	22,084	22,561	19,613	17,840
3-axle vehicles	441	312	302	279	268	256	275	302	265	260
4-axle vehicles	322	289	264	263	246	225	240	240	219	217
5-axle vehicles	2,007	1,554	1,597	1,684	1,599	1,689	1,866	1,866	1,333	1,355
6-axle vehicles	146	91	54	58	60	76	97	100	65	72
Total	33,240	28,435	27,209	25,698	24,000	24,487	24,562	25,069	21,495	19,744
All Turnpikes										
2-axle vehicles	189,324	167,788	159,555	150,254	142,302	141,876	138,888	141,304	127,566	115,157
3-axle vehicles	6,341	5,454	5,442	5,030	3,942	3,372	3,170	3,365	3,076	3,020
4-axle vehicles	6,617	5,934	5,821	5,678	5,496	5,568	5,574	5,820	5,431	5,219
5-axle vehicles	95,484	83,536	82,679	82,584	78,614	80,222	77,732	75,860	66,609	70,640
6-axle vehicles	3,313	2,352	2,554	2,524	2,392	2,459	2,260	2,120	2,076	2,127
Total	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469	\$ 204,758	\$ 196,163

**Schedule 6: Toll Rates by Turnpike, Class and Type
Ten Years - December 31, 2017 and Prior Nine Years**

TURNER TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Luther	0.80	1.00	1.10	1.25	1.35	1.50	2.15	2.25	2.70	3.00
	SH 66-Wellston	1.20	1.50	1.75	2.00	2.40	2.75	4.20	4.50	5.30	5.75
	SH 18-Chandler	1.60	1.75	2.40	2.75	3.85	4.25	6.85	7.50	8.30	8.75
	SH 99-Stroud	2.15	2.25	3.55	4.00	5.30	6.00	9.30	10.00	11.10	12.00
	US 66-Bristow	2.70	3.00	5.00	5.75	7.00	8.00	12.35	13.00	14.80	15.75
	Kellyville	3.70	4.50	5.60	7.75	8.20	11.00	14.55	18.50	17.60	22.50
	SH 97-Sapulpa	4.05	4.25	6.20	6.75	9.40	10.50	16.10	17.00	19.80	20.75
	Creek West	4.05	4.50	6.25	7.75	9.40	11.00	16.10	18.50	19.80	22.50
Luther	Tulsa	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50
	SH 66-Wellston	0.40	1.50	0.70	2.00	1.05	2.75	2.10	4.50	2.60	5.75
	SH 18-Chandler	0.80	1.75	1.30	2.75	2.50	4.25	4.75	7.50	5.60	8.75
	SH 99-Stroud	1.35	2.25	2.50	4.00	3.95	6.00	7.20	10.00	8.40	12.00
	US 66-Bristow	1.95	3.00	3.95	5.75	5.70	8.00	10.20	13.00	12.10	15.75
	Kellyville	2.95	4.50	4.55	7.75	6.85	11.00	12.40	18.50	14.90	22.50
	SH 97-Sapulpa	3.25	4.25	5.10	6.75	8.05	10.50	13.95	17.00	17.10	20.75
	Creek West	3.25	4.50	5.10	7.75	8.05	11.00	13.95	18.50	17.10	22.50
SH 66-Wellston	Tulsa	3.60	4.50	5.75	7.75	8.60	11.00	15.50	18.50	18.60	22.50
	SH 18-Chandler	0.45	1.75	0.75	2.75	1.10	4.25	1.80	7.50	2.20	8.75
	SH 99-Stroud	1.05	2.25	1.55	4.00	2.20	6.00	3.95	10.00	5.05	12.00
	US 66-Bristow	2.00	3.00	3.10	5.75	4.50	8.00	8.05	13.00	10.10	15.75
	Kellyville	2.80	4.50	4.40	7.75	6.40	11.00	11.30	18.50	13.70	22.50
	SH 97-Sapulpa	3.00	4.25	4.60	6.75	6.85	10.50	12.10	17.00	14.65	20.75
	Creek West	2.95	4.50	4.60	7.75	6.85	11.00	12.10	18.50	14.65	22.50
	Tulsa	3.25	4.50	5.20	7.75	7.40	11.00	13.00	18.50	15.85	22.50
SH 18-Chandler	SH 99-Stroud	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50
	US 66-Bristow	1.60	1.75	2.10	2.25	3.25	3.75	6.20	6.50	7.10	7.75
	Kellyville	1.95	2.75	2.95	5.00	4.75	6.75	8.10	11.50	9.60	13.75
	SH 97-Sapulpa	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.80	12.50
	Creek West	2.15	2.75	4.10	5.00	5.60	6.75	9.25	11.50	11.05	13.75
	Tulsa	2.50	2.75	4.45	5.00	6.20	6.75	10.85	11.50	13.00	13.75
SH 99-Stroud	US 66-Bristow	1.25	1.50	1.55	1.75	1.75	2.00	3.15	3.50	3.70	4.00
	Kellyville	1.60	2.00	2.10	3.50	2.95	5.75	5.30	8.75	6.50	10.50
	SH 97-Sapulpa	1.95	2.00	2.70	3.00	3.85	4.25	7.10	7.75	8.65	9.00
	Creek West	1.60	2.00	2.55	3.50	4.40	5.75	6.80	8.75	8.05	10.50
	Tulsa	1.95	2.00	2.95	3.50	5.00	5.75	8.30	8.75	9.90	10.50
US 66-Bristow	Kellyville	0.55	1.50	0.80	2.00	1.30	3.50	2.15	5.50	2.80	6.75
	SH 97-Sapulpa	1.25	1.50	1.55	1.75	2.10	2.25	3.70	4.00	4.40	4.50
	Creek West	0.90	1.50	1.30	2.00	2.10	3.50	3.35	5.50	4.40	6.75
	Tulsa	1.25	1.50	1.75	2.00	2.95	3.50	4.95	5.50	6.50	6.75
Kellyville	Oklahoma City	3.70	4.50	5.60	7.75	8.20	11.00	14.55	18.50	17.60	22.50
	Luther	2.95	4.50	4.55	7.75	6.85	11.00	12.40	18.50	14.90	22.50
	SH 66-Wellston	2.80	4.50	4.40	7.75	6.40	11.00	11.30	18.50	13.70	22.50
	SH 18-Chandler	1.95	2.75	2.95	5.00	4.75	6.75	8.10	11.50	9.60	13.75
	SH 99-Stroud	1.60	2.00	2.10	3.50	2.95	5.75	5.30	8.75	6.50	10.50
	US 66-Bristow	0.55	1.50	0.80	2.00	1.30	3.50	2.15	5.50	2.80	6.75
	SH 97-Sapulpa	0.35	0.75	0.60	0.75	0.85	1.00	1.60	1.75	1.95	2.00
	Creek West	0.30	0.75	0.60	1.50	0.90	2.00	1.20	3.00	1.80	4.00
	Tulsa	0.55	0.75	1.15	1.50	1.75	2.00	2.80	3.00	3.70	4.00
	SH 97-Sapulpa	0.30	0.50	0.60	0.75	0.80	1.00	1.25	1.50	1.60	1.75

**Schedule 6: Toll Rates by Turnpike, Class and Type
Ten Years - December 31, 2017 and Prior Nine Years**

TURNER TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Luther	0.70	0.75	0.95	1.00	1.20	1.25	1.90	2.00	2.40	2.50	Location not open to traffic									
	SH 66-Wellston	1.05	1.25	1.55	1.75	2.10	2.25	3.75	4.00	4.70	5.00	0.95	1.00	1.35	1.50	1.80	2.00	3.25	3.50	4.05	4.25
	SH 18-Chandler	1.40	1.50	2.10	2.25	3.40	3.75	6.10	6.50	7.40	7.75	1.20	1.25	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
	SH 99-Stroud	1.90	2.00	3.15	3.50	4.70	5.25	8.30	8.75	9.90	10.50	1.65	1.75	2.70	3.00	4.05	4.50	7.15	7.50	8.55	9.00
	US 66-Bristow	2.40	2.50	4.45	5.00	6.25	7.00	11.00	11.50	13.20	14.00	2.15	2.25	3.85	4.25	5.40	6.00	9.50	10.00	11.40	12.00
	Kellyville	3.30	4.00	5.00	6.75	7.30	9.75	12.95	16.50	15.70	20.00	2.85	3.00	4.30	4.75	6.30	7.00	11.15	11.75	13.55	14.25
	SH 97-Sapulpa	3.60	3.75	5.50	6.00	8.35	9.25	14.35	15.00	17.65	18.50	3.10	3.25	4.75	5.25	7.20	8.00	12.35	13.00	15.20	16.00
	Creek West	3.60	4.00	5.55	6.75	8.35	9.75	14.35	16.50	17.65	20.00	3.10	3.50	4.75	5.75	7.20	8.50	12.35	14.25	15.20	17.25
	Tulsa	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25
Luther	SH 66-Wellston	0.35	1.25	0.60	1.75	0.90	2.25	1.85	4.00	2.30	5.00	Location not open to traffic									
	SH 18-Chandler	0.70	1.50	1.15	2.25	2.20	3.75	4.20	6.50	5.00	7.75										
	SH 99-Stroud	1.20	2.00	2.20	3.50	3.50	5.25	6.40	8.75	7.50	10.50										
	US 66-Bristow	1.70	2.50	3.50	5.00	5.05	7.00	9.10	11.50	10.80	14.00										
	Kellyville	2.60	4.00	4.05	6.75	6.10	9.75	11.05	16.50	13.30	20.00										
	SH 97-Sapulpa	2.90	3.75	4.55	6.00	7.15	9.25	12.45	15.00	15.25	18.50										
	Creek West	3.60	4.00	5.55	6.75	8.35	9.75	14.35	16.50	17.65	20.00										
	Tulsa	3.20	4.00	5.10	6.75	7.65	9.75	13.80	16.50	16.60	20.00										
SH 66-Wellston	SH 18-Chandler	0.40	1.50	0.65	2.25	0.95	3.75	1.60	6.50	1.95	7.75	0.75	1.75	1.15	3.00	1.70	4.50	3.00	7.50	3.65	9.00
	SH 99-Stroud	0.90	2.00	1.35	3.50	1.95	5.25	3.50	8.75	4.50	10.50	1.50	2.25	2.35	4.25	3.45	6.00	6.15	10.00	7.75	12.00
	US 66-Bristow	1.75	2.50	2.75	5.00	4.00	7.00	7.15	11.50	9.00	14.00	2.15	3.00	3.35	4.75	4.90	7.00	8.65	11.75	10.50	14.25
	Kellyville	2.50	4.00	3.90	6.75	5.70	9.75	10.05	16.50	12.20	20.00	2.15	3.00	3.35	4.75	4.90	7.00	8.65	11.75	10.50	14.25
	SH 97-Sapulpa	2.65	3.75	4.10	6.00	6.10	9.25	10.80	15.00	13.05	18.50	2.30	3.25	3.55	5.25	5.25	8.00	9.30	13.00	11.25	16.00
	Creek West	2.60	4.00	4.10	6.75	6.10	9.75	10.80	16.50	13.05	20.00	2.30	3.50	3.55	5.75	5.25	8.50	9.30	14.25	11.25	17.25
SH 18-Chandler	Tulsa	2.90	4.00	4.60	6.75	6.60	9.75	11.60	16.50	14.15	20.00	2.50	3.50	3.85	5.75	5.70	8.50	10.00	14.25	12.20	17.25
	SH 99-Stroud	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
	US 66-Bristow	1.40	1.50	1.85	2.00	2.90	3.25	5.50	5.75	6.30	6.75	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
	Kellyville	1.70	2.25	2.60	4.25	4.20	6.00	7.20	10.25	8.55	12.25	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
	SH 97-Sapulpa	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	10.50	11.00	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
	Creek West	1.90	2.25	3.65	4.25	5.00	6.00	8.25	10.25	9.85	12.25	1.65	2.00	3.15	3.75	4.30	5.25	7.10	8.75	8.50	10.50
SH 99-Stroud	Tulsa	2.20	2.25	3.95	4.25	5.50	6.00	9.65	10.25	11.60	12.25	1.90	2.00	3.40	3.75	4.75	5.25	8.30	8.75	10.00	10.50
	US 66-Bristow	1.10	1.25	1.35	1.50	1.55	1.75	2.80	3.00	3.30	3.50	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
	Kellyville	1.40	1.75	1.85	3.00	2.60	5.00	4.70	7.75	5.80	9.25	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.00	5.25
	SH 97-Sapulpa	1.70	1.75	2.40	2.50	3.40	3.75	6.30	6.75	7.70	8.00	1.45	1.50	2.05	2.25	2.95	3.25	5.45	5.75	6.65	7.00
	Creek West	1.40	1.75	2.25	3.00	3.90	5.00	6.05	7.75	7.15	9.25	1.15	1.50	1.95	2.50	3.35	4.25	5.20	6.75	6.15	8.00
US 66-Bristow	Tulsa	1.70	1.75	2.60	3.00	4.45	5.00	7.40	7.75	8.80	9.25	1.45	1.50	2.25	2.50	3.85	4.25	6.40	6.75	7.60	8.00
	Kellyville	0.45	1.25	0.70	1.75	1.15	3.00	1.90	4.75	2.50	6.00	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 97-Sapulpa	1.10	1.25	1.35	1.50	1.85	2.00	3.30	3.50	3.90	4.00	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
	Creek West	0.80	1.25	1.15	1.75	1.85	3.00	2.95	4.75	3.90	6.00	0.70	1.00	1.00	1.50	1.60	2.50	2.55	4.00	3.35	5.25
Kellyville	Tulsa	1.10	1.25	1.55	1.75	2.60	3.00	4.40	4.75	5.80	6.00	0.95	1.00	1.35	1.50	2.25	2.50	3.80	4.00	5.00	5.25
	Oklahoma City	3.30	3.50	5.00	5.50	7.30	8.00	12.95	13.75	15.70	16.50	2.85	3.00	4.30	4.75	6.30	7.00	11.15	11.75	13.55	14.25
	Luther	2.60	3.50	4.05	5.50	6.10	8.00	11.05	13.75	13.30	16.50	Location not open to traffic									
	SH 66-Wellston	2.50	3.50	3.90	5.50	5.70	8.00	10.05	13.75	12.20	16.50										
	SH 18-Chandler	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00										
	SH 99-Stroud	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.80	6.00										
	US 66-Bristow	0.45	0.50	0.70	0.75	1.15	1.50	1.90	2.25	2.50	2.50										
	SH 97-Sapulpa	0.30	0.50	0.50	0.50	0.75	0.75	1.40	1.50	1.70	1.75										
	Creek West	0.25	0.50	0.50	1.25	0.80	1.75	1.05	2.50	1.60	3.50										
	Tulsa	0.45	0.50	1.00	1.25	1.55	1.75	2.50	2.50	3.30	3.50										
	SH 97-Sapulpa	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.40	1.50										

WILL ROGERS TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	State Hwy 266	0.55	0.75	0.80	1.00	1.25	1.50	1.60	1.75	1.95	2.00
	SH 20-Claremore	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50
	SH 28-Adair	1.60	1.75	2.10	2.25	3.25	3.75	6.20	6.50	7.10	7.75
	US 69-Big Cabin	1.95	2.00	2.95	3.50	4.75	5.50	8.55	9.00	9.90	10.50
	Vinita	2.15	2.25	3.55	4.00	5.60	6.25	9.75	10.50	11.80	12.50
	Afton	2.80	3.00	4.75	5.50	7.00	8.00	12.05	12.75	14.55	15.50
	SH 10-Miami	3.50	3.75	5.60	6.25	8.20	9.00	13.90	15.50	17.60	18.50
	State Line	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50
State Hwy 266	SH 20-Claremore	0.55	0.75	0.60	1.50	0.90	1.75	0.90	3.00	1.25	3.50
	SH 28-Adair	0.90	1.75	1.95	2.25	3.10	3.75	3.70	6.50	4.60	7.75
	US 69-Big Cabin	1.60	2.00	2.50	3.50	4.40	5.50	6.75	9.00	8.15	10.50
	Vinita	1.95	2.25	3.40	4.00	5.30	6.25	8.05	10.50	9.60	12.50
	Afton	2.50	3.00	4.60	5.50	6.50	8.00	10.35	12.75	12.35	15.50
	SH 10-Miami	3.20	3.75	5.55	6.25	7.40	9.00	12.70	15.50	16.15	18.50
SH 20-Claremore	State Line	4.00	4.50	6.50	7.75	9.60	11.00	16.10	18.50	19.50	22.50
	SH 28-Adair	0.80	1.00	1.20	1.50	1.75	2.00	2.75	3.00	3.70	4.00
	US 69-Big Cabin	1.60	1.75	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50
	Vinita	1.60	1.75	2.70	3.00	3.85	4.25	7.10	7.75	8.30	8.75
	Afton	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.10	12.00
	SH 10-Miami	2.60	3.00	4.75	5.50	6.80	7.75	11.80	12.50	13.90	14.75
US 69-Big Cabin	State Line	3.70	4.00	5.85	6.50	8.55	9.75	14.80	15.75	17.95	19.00
	Vinita	0.30	0.50	0.55	0.75	0.80	1.00	1.35	1.50	1.95	2.00
	Afton	1.25	1.50	1.55	1.75	2.10	2.25	3.40	3.75	4.40	4.50
	SH 10-Miami	1.35	1.50	2.40	2.75	3.55	4.00	6.05	6.50	7.75	8.25
Vinita	State Line	2.15	2.25	3.55	4.00	5.60	6.25	9.00	9.75	11.10	12.00
	Afton	0.55	0.75	0.80	1.00	1.55	1.75	2.50	2.75	2.80	3.00
	SH 10-Miami	1.10	1.25	1.75	2.00	2.70	3.00	4.40	4.50	6.20	6.50
Afton	State Line	1.95	2.00	2.95	3.50	4.75	5.50	8.10	8.50	9.60	10.25
	SH 10-Miami	0.55	0.75	0.80	1.00	1.20	1.50	1.95	2.00	2.80	3.00
	State Line	1.35	1.50	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50
SH 10-Miami	State Line	0.80	1.00	1.20	1.50	1.75	2.00	3.15	3.50	3.70	4.00

H.E. BAILEY TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Wichita Falls	5.05	5.50	6.65	7.00	9.15	10.75	15.00	16.00	17.80	20.75
	Chickasha	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50
Chickasha	State Hwy 62	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.60
	Lawton	1.95	2.00	2.15	2.25	3.25	3.75	5.85	6.25	7.20	7.75
Elgin	Lawton	0.30	0.30	0.60	0.60	0.80	0.85	1.25	1.40	1.25	1.40
Lawton	Wichita Falls	1.55	1.75	2.10	2.25	2.95	3.50	5.30	5.50	5.85	7.50
	Walters	0.70	0.75	0.90	1.00	1.35	1.50	1.95	2.00	2.35	2.50
Walters	Wichita Falls	0.90	1.00	1.20	1.25	1.40	1.50	1.95	2.00	2.35	2.50
H.E. Bailey Spur	State Hwy 76	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55
	State Hwy 9	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55
	Chickasha	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50
	Oklahoma City	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00
State Hwy 9	Chickasha	1.55	2.30	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05
	Oklahoma City	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55
	SH-76-Spur	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00
State Hwy 76	Chickasha	1.55	2.30	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05
	Oklahoma City	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55

Will Rogers Turnpike																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	State Hwy 266	0.45	0.50	0.70	0.75	1.10	1.25	1.40	1.50	1.70	1.75	0.45	0.50	0.70	0.75	0.95	1.00	1.20	1.25	1.45	1.50
	SH 20-Claremore	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
	SH 28-Adair	1.40	1.50	1.85	2.00	2.90	3.25	5.50	5.75	6.30	6.75	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
	US 69-Big Cabin	1.70	1.75	2.60	3.00	4.20	4.75	7.60	8.00	8.80	9.25	1.45	1.50	2.25	2.50	3.60	4.00	6.40	6.75	7.60	8.00
	Vinita	1.90	2.00	3.15	3.50	5.00	5.50	8.70	9.25	10.50	11.00	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
	Afton	2.50	2.50	4.20	4.75	6.25	7.00	10.75	11.25	12.95	13.75	2.15	2.25	3.60	4.00	5.40	6.00	9.25	9.75	11.15	11.75
	SH 10-Miami	3.10	3.25	5.00	5.50	7.30	8.00	12.40	13.75	15.70	16.50	2.85	3.00	4.30	4.75	6.30	7.00	10.70	11.75	13.55	14.25
	State Line	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25
State Hwy 266	SH 20-Claremore	0.45	0.50	0.50	1.25	0.80	1.50	0.80	2.50	1.10	3.00	0.45	0.50	0.45	1.00	0.70	1.25	0.70	2.25	0.95	2.50
	SH 28-Adair	0.80	1.50	1.70	2.00	2.75	3.25	3.30	5.75	4.10	6.75	0.70	1.25	1.45	1.75	2.35	2.75	2.85	5.00	3.55	5.75
	US 69-Big Cabin	1.40	1.75	2.20	3.00	3.90	4.75	6.00	8.00	7.25	9.25	1.20	1.50	1.90	2.50	3.35	4.00	5.00	6.75	6.25	8.00
	Vinita	1.70	2.00	3.00	3.50	4.70	5.50	7.15	9.25	8.55	11.00	1.45	1.75	2.60	3.00	4.05	4.75	6.15	7.75	7.35	9.50
	Afton	2.20	2.50	4.10	4.75	5.80	7.00	9.20	11.25	11.00	13.75	1.90	2.25	3.55	4.00	5.00	6.00	7.95	9.75	9.50	11.75
	SH 10-Miami	2.85	3.25	4.95	5.50	6.60	8.00	11.30	13.75	14.40	16.50	2.45	3.00	4.25	4.75	5.70	7.00	9.75	11.75	13.75	14.25
	State Line	3.55	4.00	5.80	6.75	8.55	9.75	14.35	16.50	17.40	20.00	3.05	3.50	5.00	5.75	7.35	8.50	12.35	14.25	15.00	17.25
SH 20-Claremore	SH 28-Adair	0.70	0.75	1.05	1.25	1.55	1.75	2.45	2.50	3.30	3.50	0.70	0.75	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
	US 69-Big Cabin	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
	Vinita	1.40	1.50	2.40	2.50	3.40	3.75	6.30	6.75	7.40	7.75	1.20	1.25	2.05	2.25	2.95	3.25	5.45	5.75	6.40	6.75
	Afton	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	9.90	10.50	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	8.55	9.00
	SH 10-Miami	2.30	2.50	4.20	4.75	6.05	6.75	10.50	11.00	12.40	13.00	1.90	2.00	3.60	4.00	5.20	5.75	9.05	9.50	10.70	11.25
	State Line	3.30	3.50	5.20	5.75	7.60	8.50	13.20	14.00	16.00	16.75	2.85	3.00	4.50	5.00	6.55	7.25	11.40	12.00	13.80	14.50
US 69-Big Cabin	Vinita	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.70	1.75	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Afton	1.10	1.25	1.35	1.50	1.85	2.00	3.00	3.25	3.90	4.00	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
	SH 10-Miami	1.20	1.25	2.10	2.25	3.15	3.50	5.40	5.75	6.90	7.25	1.20	1.25	1.80	2.00	2.70	3.00	5.00	5.25	5.95	6.25
	State Line	1.90	2.00	3.15	3.50	5.00	5.50	8.00	8.50	9.90	10.50	1.65	1.75	2.70	3.00	4.30	4.75	7.15	7.50	8.55	9.00
Vinita	Afton	0.45	0.50	0.70	0.75	1.35	1.50	2.20	2.25	2.50	2.50	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 10-Miami	0.95	1.00	1.55	1.75	2.40	2.50	3.90	4.00	5.50	5.75	0.95	1.00	1.35	1.50	2.05	2.25	3.35	3.50	4.75	5.00
	State Line	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
Afton	SH 10-Miami	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.50	2.50	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	2.15	2.25
	State Line	1.20	1.25	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
SH 10-Miami	State Line	0.70	0.75	1.05	1.25	1.55	1.75	2.80	3.00	3.30	3.50	0.45	0.50	0.90	1.00	1.35	1.50	2.40	2.50	2.85	3.00

H.E. BAILEY TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Wichita Falls	4.45	4.75	5.85	6.25	8.10	9.25	13.30	14.25	15.80	18.00	3.80	4.00	4.95	5.50	7.00	7.75	11.90	12.50	14.75	15.50
	Chickasha	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
Chickasha	State Hwy 62	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
	Lawton	1.70	1.75	1.90	2.00	2.90	3.25	5.20	5.50	6.40	6.75	1.45	1.50	1.60	1.75	2.50	2.75	4.50	4.75	5.50	5.75
Elgin	Lawton	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.10	1.25	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	0.95	1.00
Lawton	Wichita Falls	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.20	6.50	1.20	1.25	1.60	1.75	2.25	2.50	4.45	4.50	4.75	5.75
	Walters	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
Walters	Wichita Falls	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
H.E. Bailey Spur	State Hwy 76	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	State Hwy 9	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	Chickasha	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
	Oklahoma City	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
State Hwy 9	Chickasha	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60	5.95
	Oklahoma City	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	SH-76-Spur	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
State Hwy 76	Chickasha	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60	5.95
	Oklahoma City	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95

INDIAN NATION TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Henryetta	Hugo	6.05	6.25	6.85	7.75	11.25	12.25	19.40	20.75	24.15	25.50
	State Hwy 9	0.80	1.00	1.05	1.25	1.20	1.50	1.95	2.00	2.60	3.00
	McAlester	2.15	2.25	2.40	2.75	3.85	4.25	6.85	7.50	8.30	8.75
State Hwy 9	McAlester	1.25	1.50	1.30	1.50	2.10	2.25	3.70	4.00	4.40	4.50
US-270-Ulan	McAlester	0.30	0.50	0.55	0.75	0.85	1.00	1.35	1.50	1.95	2.00
McAlester	Daisy	1.95	2.00	2.05	2.25	3.85	4.00	6.05	6.50	7.75	8.25
Daisy	Antlers	1.25	1.50	1.55	1.75	1.75	2.00	3.15	3.50	3.70	4.00
	Hugo	1.95	2.00	2.40	2.75	3.55	4.00	6.50	6.75	8.10	8.50
Antlers	Hugo	0.80	1.00	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50

MUSKOGEE TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	Webbers Falls	3.20	3.50	4.30	4.75	5.95	6.75	10.00	10.50	11.15	12.00
	SH 51-Coweta	1.10	1.25	1.55	1.75	1.75	2.00	2.80	3.00	3.15	3.50
	Muskogee	1.60	1.75	2.70	3.00	3.25	3.75	5.60	6.00	6.20	6.50
SH 51-Coweta	Muskogee	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50
US 69-Wagoner	Muskogee	0.55	0.75	0.55	0.75	1.05	1.25	1.60	1.75	1.95	2.00
Muskogee	Webbers Falls	1.60	1.75	1.60	1.75	2.70	3.00	4.40	4.50	4.95	5.50

CIMARRON TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	3.40	4.00	4.15	4.75	6.50	7.25	12.20	13.25	14.15	15.00
	US 177	2.35	2.75	3.10	3.50	4.95	5.50	9.25	10.00	10.45	11.00
	Morrison	1.90	2.25	2.35	2.75	3.90	4.50	6.95	7.50	8.55	9.00
	Stillwater	1.65	2.00	2.60	3.00	4.10	4.75	7.75	8.50	9.10	9.75
	State Hwy 18	1.10	1.25	1.55	1.75	2.80	3.25	5.30	5.75	6.40	6.75
	SH 99-Hallett	0.55	0.75	0.85	1.00	1.20	1.50	1.95	2.00	2.50	2.75
SH 99-Hallett	State Hwy 18	0.55	0.75	0.85	1.00	1.20	1.50	1.95	2.00	2.50	2.75
State Hwy 18	I-35	2.15	2.25	2.70	3.00	3.85	4.25	6.85	7.50	8.10	8.50
	US 177	1.25	1.50	1.55	1.75	2.15	2.25	3.95	4.25	4.05	4.25
	Morrison	0.80	1.00	0.80	1.00	1.10	1.25	1.65	1.75	2.15	2.25
	Stillwater	0.55	0.75	1.05	1.25	1.30	1.50	2.45	2.75	2.70	3.00
US 177	I-35	1.05	1.25	1.05	1.25	1.55	1.75	2.95	3.25	3.70	4.00

INDIAN NATION TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Henryetta	Hugo	5.30	5.50	6.00	6.50	9.95	10.75	17.30	18.25	21.50	22.50	4.55	4.75	5.40	6.00	8.60	9.50	15.25	16.00	18.55	19.50
	State Hwy 9	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.30	2.50	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
	McAlester	1.90	2.00	2.10	2.25	3.40	3.75	6.10	6.50	7.40	7.75	1.65	1.75	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
State Hwy 9	McAlester	1.10	1.25	1.15	1.25	1.85	2.00	3.30	3.50	3.90	4.00	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
US-270-Ulan	McAlester	0.25	0.25	0.45	0.50	0.75	0.75	1.20	1.25	1.70	1.75	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
McAlester	Daisy	1.70	1.75	1.80	2.00	3.40	3.50	5.40	5.75	6.90	7.25	1.45	1.50	1.80	2.00	2.95	3.25	5.00	5.25	5.95	6.25
Daisy	Antlers	1.10	1.25	1.35	1.50	1.55	1.75	2.80	3.00	3.30	3.50	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
	Hugo	1.70	1.75	2.10	2.25	3.15	3.50	5.80	6.00	7.20	7.50	1.45	1.50	1.80	2.00	2.70	3.00	5.00	5.25	6.20	6.50
Antlers	Hugo	0.70	0.75	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50

MUSKOGEE TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	Webbers Falls	2.80	3.00	3.80	4.00	5.30	5.75	8.90	9.25	9.90	10.50	2.40	2.50	3.15	3.50	4.50	5.00	7.60	8.00	8.60	9.00
	SH 51-Coweta	0.95	1.00	1.35	1.50	1.55	1.75	2.50	2.50	2.80	3.00	0.95	1.00	1.35	1.50	1.35	1.50	2.15	2.25	2.40	2.50
	Muskogee	1.40	1.50	2.40	2.50	2.90	3.25	5.00	5.25	5.50	5.75	1.20	1.25	2.05	2.25	2.50	2.75	4.30	4.50	4.75	5.00
SH 51-Coweta	Muskogee	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 69-Wagoner	Muskogee	0.45	0.50	0.45	0.50	0.90	1.00	1.40	1.50	1.70	1.75	0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Muskogee	Webbers Falls	1.40	1.50	1.40	1.50	2.40	2.50	3.90	4.00	4.40	4.75	1.20	1.25	1.20	1.25	2.05	2.25	3.35	3.50	3.80	4.00

CIMARRON TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	2.85	3.00	3.75	4.00	5.90	6.50	10.80	11.50	12.90	13.50	2.35	2.50	3.15	3.50	5.40	6.00	9.55	10.00	11.45	12.00
	US 177	2.05	2.25	2.70	3.00	4.40	4.75	8.20	8.75	9.30	9.75	1.65	1.75	2.25	2.50	4.05	4.50	7.15	7.50	8.10	8.50
	Morrison	1.65	1.75	2.05	2.25	3.45	3.75	6.15	6.50	7.60	8.00	1.15	1.25	1.60	1.75	3.15	3.50	5.45	5.75	6.65	7.00
	Stillwater	1.40	1.50	2.25	2.50	3.65	4.00	6.85	7.25	8.10	8.50	1.15	1.25	2.05	2.25	3.60	4.00	6.40	6.75	7.60	8.00
	State Hwy 18	0.95	1.00	1.35	1.50	2.50	2.75	4.70	5.00	5.70	6.00	0.70	0.75	1.15	1.25	2.50	2.75	4.30	4.50	5.25	5.50
	SH 99-Hallett	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
SH 99-Hallett	State Hwy 18	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
State Hwy 18	I-35	1.90	2.00	2.40	2.50	3.40	3.75	6.10	6.50	7.20	7.50	1.65	1.75	2.05	2.25	2.95	3.25	5.25	5.50	6.20	6.50
	US 177	1.10	1.25	1.35	1.50	1.90	2.00	3.50	3.75	3.60	3.75	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.10	3.25
	Morrison	0.70	0.75	0.70	0.75	0.95	1.00	1.45	1.50	1.90	2.00	0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Stillwater	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 177	I-35	0.90	1.00	0.90	1.00	1.35	1.50	2.60	2.75	3.30	3.50	0.95	1.00	0.90	1.00	1.35	1.50	2.40	2.50	3.10	3.25

JOHN KILPATRICK TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35	Eastern	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10
	US 77-Brdwy Ext	0.55	0.70	0.75	1.00	1.10	1.30	1.80	2.10	2.20	2.55
	Western	0.70	1.30	1.00	1.95	1.35	2.60	2.20	4.45	2.70	5.35
	Pennsylvania	0.80	1.30	1.15	1.95	1.60	2.60	2.60	4.45	3.15	5.35
	May	0.85	1.30	1.35	1.95	1.95	2.60	2.95	4.45	3.60	5.35
	LHP-Portland	1.10	1.30	1.60	1.95	2.10	2.60	3.65	4.45	4.45	5.35
	Meridian	1.20	1.30	1.65	1.95	2.30	2.60	4.05	4.45	4.90	5.35
	MacArthur	1.25	1.30	1.75	1.95	2.50	2.60	4.35	4.45	5.05	5.35
	Rockwell	1.35	1.70	2.30	2.75	3.20	3.80	4.40	6.15	5.80	7.45
	SH 3-NW Exp	1.75	2.00	2.60	2.95	3.60	3.90	5.85	6.55	7.10	7.90
	Wilshire	2.00	2.60	2.75	3.65	3.70	5.20	6.60	8.90	8.10	10.70
	SH 66-39 Exp	2.15	2.60	2.80	3.65	3.95	5.20	7.30	8.90	8.85	10.70
	NW 10th	2.40	2.60	3.10	3.65	4.35	5.20	8.10	8.90	9.70	10.70
	I-40	2.50	2.60	3.20	3.65	4.50	5.20	8.40	8.90	10.15	10.70
Eastern	US 77-Brdwy Ext	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10
	Western	0.35	0.70	0.55	1.00	0.75	1.30	1.00	2.10	1.20	2.55
	Pennsylvania	0.35	1.30	0.55	1.95	0.75	2.60	1.15	4.45	1.20	5.35
	May	0.45	1.30	0.70	1.95	0.90	2.60	1.55	4.45	1.80	5.35
	LHP-Portland	0.70	1.30	0.90	1.95	1.25	2.60	2.20	4.45	2.70	5.35
	Meridian	0.80	1.30	1.10	1.95	1.50	2.60	2.60	4.45	3.15	5.35
	MacArthur	0.85	1.30	1.20	1.95	1.65	2.60	2.95	4.45	3.55	5.35
	Rockwell	1.00	1.30	1.30	1.95	1.80	2.60	3.25	4.45	4.00	5.35
	SH 3-NW Exp	1.15	1.70	1.80	2.75	2.55	3.80	3.65	6.15	4.45	7.45
	Wilshire	1.35	2.00	2.15	2.95	2.95	3.90	4.80	6.55	5.75	7.90
	SH 66-39th Exp	1.60	2.60	2.30	3.65	3.15	5.20	5.45	8.90	6.65	10.70
	NW 10th	1.80	2.60	2.45	3.65	3.35	5.20	6.20	8.90	7.60	10.70
	I-40	2.10	2.60	2.70	3.65	3.70	5.20	6.95	8.90	8.40	10.70
	US 77-Brdwy Ext	0.35	1.30	0.55	1.95	0.75	2.60	1.00	4.45	1.20	5.35
US 77-Brdwy Ext	Pennsylvania	0.35	1.30	0.55	1.95	0.75	2.60	1.00	4.45	1.20	5.35
	May	0.45	1.30	0.70	1.95	0.90	2.60	1.55	4.45	1.80	5.35
	LHP-Portland	0.55	1.30	0.80	1.95	1.15	2.60	1.80	4.45	2.20	5.35
	Meridian	0.70	1.30	0.90	1.95	1.30	2.60	2.20	4.45	2.70	5.35
	MacArthur	0.80	1.30	1.10	1.95	1.55	2.60	2.60	4.45	3.15	5.35
	Rockwell	1.00	1.70	1.60	2.75	2.20	3.80	3.10	6.15	3.60	7.45
	SH 3-NW Exp	1.20	2.00	1.95	2.95	2.60	3.90	4.00	6.55	4.90	7.90
	Wilshire	1.25	2.60	2.05	3.65	2.80	5.20	4.95	8.90	5.20	10.70
	SH 66-39th Exp	1.65	2.60	2.10	3.65	2.95	5.20	5.75	8.90	6.65	10.70
	NW 10th	1.80	2.60	2.45	3.65	3.35	5.20	6.20	8.90	7.45	10.70
	I-40	2.00	2.60	2.55	3.65	3.55	5.20	6.60	8.90	8.00	10.70
	Pennsylvania	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	May	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10
	LHP-Portland	0.35	0.40	0.60	0.70	0.80	1.00	1.55	1.70	1.60	2.10
Western	Meridian	0.35	0.40	0.60	0.70	0.80	1.00	1.65	1.70	1.65	2.10
	MacArthur	0.35	0.40	0.60	0.70	0.80	1.00	1.65	1.70	1.70	2.10
	Rockwell	0.70	0.80	1.15	1.50	1.55	2.20	2.60	3.40	3.15	4.20
	SH 3-NW Exp	0.85	1.10	1.50	1.70	1.95	2.30	3.65	3.80	4.40	4.65
	Wilshire	1.20	1.70	1.70	2.40	2.30	3.60	4.45	6.15	4.95	7.45
	SH 66-39th Exp	1.55	1.70	2.00	2.40	2.75	3.60	5.20	6.15	6.20	7.45
	NW 10th	1.60	1.70	2.05	2.40	2.95	3.60	5.80	6.15	7.00	7.45
	I-40	1.65	1.70	2.10	2.40	3.00	3.60	5.85	6.15	7.10	7.45

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35	Eastern	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	US 77-Brdwy Ext	0.45	0.60	0.65	0.85	0.95	1.15	1.60	1.85	1.95	2.25	0.40	0.50	0.55	0.75	0.80	1.00	1.40	1.60	1.70	1.95
	Western	0.60	1.15	0.85	1.70	1.20	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.75	1.45	1.05	2.00	1.70	3.40	2.05	4.10
	Pennsylvania	0.70	1.15	1.00	1.70	1.40	2.30	2.30	3.95	2.80	4.75	0.60	1.00	0.85	1.45	1.20	2.00	2.00	3.40	2.40	4.10
	May	0.75	1.15	1.20	1.70	1.70	2.30	2.60	3.95	3.20	4.75	0.65	1.00	1.05	1.45	1.45	2.00	2.25	3.40	2.75	4.10
	LHP-Portland	0.95	1.15	1.40	1.70	1.85	2.30	3.25	3.95	3.95	4.75	0.80	1.00	1.20	1.45	1.60	2.00	2.80	3.40	3.40	4.10
	Meridian	1.05	1.15	1.45	1.70	2.05	2.30	3.60	3.95	4.35	4.75	0.90	1.00	1.25	1.45	1.75	2.00	3.10	3.40	3.75	4.10
	MacArthur	1.10	1.15	1.55	1.70	2.20	2.30	3.85	3.95	4.50	4.75	0.95	1.00	1.35	1.45	1.90	2.00	3.30	3.40	3.90	4.10
	Rockwell	1.20	1.50	2.05	2.40	2.85	3.35	3.90	5.45	5.15	6.60	1.05	1.30	1.75	2.05	2.45	2.90	3.35	4.70	4.45	5.70
	SH 3-NW Exp	1.55	1.75	2.30	2.55	3.20	3.45	5.20	5.80	6.30	7.00	1.35	1.50	2.00	2.20	2.75	3.00	4.50	5.00	5.45	6.05
	Wilshire	1.75	2.30	2.45	3.20	3.30	4.60	5.85	7.90	7.20	9.50	1.50	2.00	2.10	2.75	2.85	4.00	5.05	6.80	6.20	8.20
	SH 66-39 Exp	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50	1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20
	NW 10th	2.10	2.30	2.75	3.20	3.85	4.60	7.20	7.90	8.65	9.50	1.80	2.00	2.35	2.75	3.30	4.00	6.20	6.80	7.45	8.20
	I-40	2.20	2.30	2.85	3.20	4.00	4.60	7.50	7.90	9.05	9.50	1.90	2.00	2.45	2.75	3.45	4.00	6.45	6.80	7.80	8.20
Eastern	US 77-Brdwy Ext	0.30	0.60	0.45	0.85	0.65	1.15	0.85	1.85	1.05	2.25	0.25	0.50	0.40	0.75	0.55	1.00	0.75	1.60	0.90	1.95
	Western	0.30	1.15	0.45	1.70	0.65	2.30	1.00	3.95	1.05	4.75	0.25	1.00	0.40	1.45	0.55	2.00	0.85	3.40	0.90	4.10
	Pennsylvania	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75	0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
	May	0.60	1.15	0.80	1.70	1.10	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.70	1.45	0.95	2.00	1.70	3.40	2.05	4.10
	LHP-Portland	0.70	1.15	0.95	1.70	1.30	2.30	2.30	3.95	2.80	4.75	0.60	1.00	0.80	1.45	1.10	2.00	2.00	3.40	2.40	4.10
	Meridian	0.75	1.15	1.05	1.70	1.45	2.30	2.60	3.95	3.15	4.75	0.65	1.00	0.90	1.45	1.25	2.00	2.25	3.40	2.70	4.10
	MacArthur	0.85	1.15	1.15	1.70	1.60	2.30	2.90	3.95	3.55	4.75	0.75	1.00	1.00	1.45	1.40	2.00	2.50	3.40	3.05	4.10
	Rockwell	1.00	1.50	1.60	2.40	2.25	3.35	3.25	5.45	3.95	6.60	0.85	1.30	1.40	2.05	1.95	2.90	2.80	4.70	3.40	5.70
	SH 3-NW Exp	1.20	1.75	1.90	2.55	2.60	3.45	4.25	5.80	5.10	7.00	1.05	1.50	1.65	2.20	2.25	3.00	3.65	5.00	4.40	6.05
	Wilshire	1.40	2.30	2.05	3.20	2.80	4.60	4.85	7.90	5.90	9.50	1.20	2.00	1.75	2.75	2.40	4.00	4.20	6.80	5.10	8.20
	SH 66-39th Exp	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.75	9.50	1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.80	8.20
	NW 10th	1.85	2.30	2.40	3.20	3.30	4.60	6.20	7.90	7.50	9.50	1.60	2.00	2.05	2.75	2.85	4.00	5.35	6.80	6.45	8.20
	I-40	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50	1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20
US 77-Brdwy Ext	Western	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75	0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
	Pennsylvania	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75	0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
	May	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75	0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
	LHP-Portland	0.45	1.15	0.70	1.70	1.00	2.30	1.60	3.95	1.95	4.75	0.40	1.00	0.60	1.45	0.85	2.00	1.40	3.40	1.70	4.10
	Meridian	0.60	1.15	0.80	1.70	1.15	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.70	1.45	1.00	2.00	1.70	3.40	2.05	4.10
	MacArthur	0.70	1.15	0.95	1.70	1.35	2.30	2.30	3.95	2.80	4.75	0.60	1.00	0.80	1.45	1.15	2.00	2.00	3.40	2.40	4.10
	Rockwell	0.85	1.50	1.40	2.40	1.95	3.35	2.75	5.45	3.20	6.60	0.75	1.30	1.20	2.05	1.70	2.90	2.35	4.70	2.75	5.70
	SH 3-NW Exp	1.05	1.75	1.70	2.55	2.30	3.45	3.55	5.80	4.35	7.00	0.90	1.50	1.45	2.20	2.00	3.00	3.05	5.00	3.75	6.05
	Wilshire	1.10	2.30	1.80	3.20	2.50	4.60	4.40	7.90	4.60	9.50	0.95	2.00	1.55	2.75	2.15	4.00	3.80	6.80	3.95	8.20
	SH 66-39th Exp	1.45	2.30	1.85	3.20	2.60	4.60	5.10	7.90	5.90	9.50	1.25	2.00	1.60	2.75	2.25	4.00	4.40	6.80	5.10	8.20
	NW 10th	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.65	9.50	1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.75	8.20
	I-40	1.75	2.30	2.25	3.20	3.15	4.60	5.85	7.90	7.10	9.50	1.50	2.00	1.95	2.75	2.70	4.00	5.05	6.80	6.10	8.20
Western	Pennsylvania	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	May	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	LHP-Portland	0.30	0.35	0.50	0.60	0.70	0.85	1.35	1.50	1.40	1.85	0.25	0.30	0.45	0.50	0.60	0.75	1.15	1.30	1.20	1.60
	Meridian	0.30	0.35	0.50	0.60	0.70	0.85	1.45	1.50	1.45	1.85	0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
	MacArthur	0.30	0.35	0.50	0.60	0.70	0.85	1.45	1.50	1.50	1.85	0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
	Rockwell	0.60	0.70	1.00	1.30	1.35	1.90	2.30	3.00	2.80	3.70	0.50	0.60	0.85	1.10	1.15	1.65	2.00	2.60	2.40	3.20
	SH 3-NW Exp	0.75	0.95	1.30	1.45	1.70	2.00	3.25	3.35	3.90	4.10	0.65	0.80	1.10	1.25	1.45	1.75	2.80	2.90	3.35	3.55
	Wilshire	1.05	1.50	1.50	2.10	2.05	3.15	3.95	5.45	4.40	6.60	0.90	1.30	1.30	1.80	1.75	2.75	3.40	4.70	3.80	5.70
	SH 66-39th Exp	1.35	1.50	1.75	2.10	2.45	3.15	4.60	5.45	5.50	6.60	1.15	1.30	1.50	1.80	2.10	2.75	3.95	4.70	4.75	5.70
	NW 10th	1.40	1.50	1.80	2.10	2.60	3.15	5.15	5.45	6.25	6.60	1.20	1.30	1.55	1.80	2.25	2.75	4.45	4.70	5.40	5.70
	I-40	1.45	1.50	1.85	2.10	2.65	3.15	5.20	5.45	6.30	6.60	1.25	1.30	1.60	1.80	2.30	2.75	4.50	4.70	5.45	5.70

JOHN KILPATRICK TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	LHP-Portland	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10
	Meridian	0.35	0.40	0.55	0.70	0.75	1.00	1.55	1.70	1.65	2.10
	MacArthur	0.35	0.40	0.55	0.70	0.75	1.00	1.65	1.70	1.65	2.10
	Rockwell	0.70	0.80	1.10	1.50	1.50	2.20	2.20	3.40	2.70	4.20
	SH 3-NW Exp	0.85	1.10	1.35	1.70	1.80	2.30	3.25	3.80	4.00	4.65
	Wilshire	1.20	1.70	1.65	2.40	2.10	3.60	4.05	6.15	4.85	7.45
	SH 66-39th Exp	1.35	1.70	1.80	2.40	2.55	3.60	4.80	6.15	5.75	7.45
	NW 10th	1.60	1.70	2.10	2.40	2.95	3.60	5.45	6.15	6.65	7.45
	I-40	1.65	1.70	2.10	2.40	3.00	3.60	5.80	6.15	7.10	7.45
May	LHP-Portland	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10
	Meridian	0.35	0.40	0.55	0.70	0.75	1.00	1.25	1.70	1.40	2.10
	MacArthur	0.35	0.40	0.55	0.70	0.75	1.00	1.25	1.70	1.40	2.10
	Rockwell	0.70	0.80	1.05	1.50	1.50	2.20	2.10	3.40	2.55	4.20
	SH 3-NW Exp	0.85	1.10	1.35	1.70	1.80	2.30	2.90	3.80	3.45	4.65
	Wilshire	1.15	1.70	1.60	2.40	2.05	3.60	3.65	6.15	4.30	7.45
	SH 66-39th Exp	1.25	1.70	1.70	2.40	2.25	3.60	4.20	6.15	5.10	7.45
	NW 10th	1.50	1.70	1.95	2.40	2.65	3.60	4.95	6.15	6.00	7.45
LHP-Portland	I-40	1.55	1.70	2.00	2.40	2.75	3.60	5.30	6.15	6.45	7.45
	Meridian	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	MacArthur	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	Rockwell	0.70	0.80	1.10	1.50	1.50	2.20	2.00	3.40	2.40	4.20
	SH 3-NW Exp	0.85	1.10	1.35	1.70	1.80	2.30	2.45	3.80	2.90	4.65
	Wilshire	1.10	1.70	1.50	2.40	1.95	3.60	3.25	6.15	3.65	7.45
	SH 66-39th Exp	1.15	1.70	1.55	2.40	2.00	3.60	3.65	6.15	4.45	7.45
	NW 10th	1.30	1.70	1.70	2.40	2.40	3.60	4.45	6.15	5.35	7.45
MacArthur	I-40	1.35	1.70	1.80	2.40	2.55	3.60	4.80	6.15	5.80	7.45
	Rockwell	0.35	0.40	0.55	0.80	0.75	1.20	1.00	1.70	1.20	2.10
	SH 3-NW Exp	0.55	0.70	0.85	1.00	1.15	1.30	2.00	2.10	2.45	2.55
	Wilshire	0.90	1.30	1.15	1.70	1.65	2.60	3.00	4.45	3.40	5.35
	SH 66-39th Exp	1.15	1.30	1.50	1.70	2.00	2.60	3.65	4.45	4.45	5.35
	NW 10th	1.20	1.30	1.60	1.70	2.20	2.60	4.20	4.45	5.05	5.35
Rockwell	I-40	1.25	1.30	1.65	1.70	2.30	2.60	4.35	4.45	5.05	5.35
	SH 3-NW Exp	0.55	0.70	0.70	1.00	0.90	1.30	1.80	2.10	2.20	2.55
	Wilshire	0.85	1.30	1.00	1.70	1.50	2.60	2.80	4.45	3.00	5.35
	SH 66-39th Exp	1.00	1.30	1.25	1.70	1.75	2.60	3.35	4.45	4.00	5.35
	NW 10th	1.20	1.30	1.60	1.70	2.15	2.60	4.05	4.45	4.90	5.35
	I-40	1.25	1.30	1.65	1.70	2.30	2.60	4.20	4.45	5.05	5.35
Council	SH 3-NW Exp	0.35	0.70	0.55	1.00	0.75	1.30	0.85	2.10	1.10	2.55
	Wilshire	0.60	1.30	0.75	1.70	1.00	2.60	1.60	4.45	1.95	5.35
	SH 66-39th Exp	0.85	1.30	0.85	1.70	1.20	2.60	2.20	4.45	2.70	5.35
	NW 10th	0.90	1.30	1.15	1.70	1.60	2.60	2.95	4.45	3.60	5.35
	I-40	1.00	1.30	1.30	1.70	1.75	2.60	3.25	4.45	4.00	5.35
SH 3-NW Exp	Wilshire	0.35	1.30	0.45	1.70	0.70	2.60	1.30	4.45	1.30	5.35
	SH 66-39th Exp	0.45	1.30	0.60	1.70	0.80	2.60	1.55	4.45	1.80	5.35
	NW 10th	0.70	1.30	0.85	1.70	1.20	2.60	2.20	4.45	2.70	5.35
	I-40	0.75	1.30	1.00	1.70	1.35	2.60	2.55	4.45	3.15	5.35
Wilshire	SH 66-39th Exp	0.35	0.70	0.40	1.15	0.55	1.65	1.00	2.90	1.20	3.55
	NW 10th	0.55	0.70	0.70	1.15	0.90	1.65	1.70	2.90	2.10	3.55
	I-40	0.60	0.70	0.85	1.15	1.15	1.65	2.10	2.90	2.55	3.55
SH 66-39th Exp	NW 10th	0.35	0.40	0.60	0.70	0.75	1.00	0.80	1.70	0.90	2.10
	I-40	0.35	0.40	0.60	0.70	0.75	1.00	1.15	1.70	1.35	2.10

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:																					
Vehicle Classification		August 4, 2009										January 1, 2001									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	LHP-Portland	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	Meridian	0.30	0.35	0.45	0.60	0.65	0.85	1.35	1.50	1.45	1.85	0.25	0.30	0.40	0.50	0.55	0.75	1.15	1.30	1.35	1.60
	MacArthur	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.45	1.85	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.50	1.60
	Rockwell	0.60	0.70	0.95	1.30	1.30	1.90	1.95	3.00	2.40	3.70	0.50	0.60	0.80	1.10	1.10	1.65	1.70	2.60	2.05	3.20
	SH 3-NW Exp	0.75	0.95	1.20	1.45	1.60	2.00	2.90	3.35	3.55	4.10	0.65	0.80	1.05	1.25	1.40	1.75	2.50	2.90	3.05	3.55
	Wilshire	1.05	1.50	1.45	2.10	1.85	3.15	3.60	5.45	4.30	6.60	0.90	1.30	1.25	1.80	1.60	2.75	3.10	4.70	3.70	5.70
	SH 66-39th Exp	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.10	6.60	1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.40	5.70
	NW 10th	1.40	1.50	1.85	2.10	2.60	3.15	4.85	5.45	5.90	6.60	1.20	1.30	1.60	1.80	2.25	2.75	4.20	4.70	5.10	5.70
	I-40	1.45	1.50	1.85	2.10	2.65	3.15	5.15	5.45	6.30	6.60	1.25	1.30	1.65	1.80	2.30	2.75	4.45	4.70	5.45	5.70
May	LHP-Portland	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	Location not open to traffic									
	Meridian	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85										
	MacArthur	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85										
	Rockwell	0.60	0.70	0.90	1.30	1.30	1.90	1.85	3.00	2.25	3.70										
	SH 3-NW Exp	0.75	0.95	1.20	1.45	1.60	2.00	2.55	3.35	3.05	4.10										
	Wilshire	1.00	1.50	1.40	2.10	1.80	3.15	3.25	5.45	3.80	6.60										
	SH 66-39th Exp	1.10	1.50	1.50	2.10	2.00	3.15	3.75	5.45	4.55	6.60										
	NW 10th	1.30	1.50	1.70	2.10	2.35	3.15	4.40	5.45	5.35	6.60										
	I-40	1.35	1.50	1.75	2.10	2.45	3.15	4.70	5.45	5.75	6.60										
LHP-Portland	Meridian	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	MacArthur	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	Rockwell	0.60	0.70	0.95	1.30	1.30	1.90	1.75	3.00	2.10	3.70	0.50	0.60	0.80	1.10	1.10	1.65	1.50	2.60	1.80	3.20
	SH 3-NW Exp	0.75	0.95	1.20	1.45	1.60	2.00	2.15	3.35	2.55	4.10	0.65	0.80	1.05	1.25	1.40	1.75	1.85	2.90	2.20	3.55
	Wilshire	0.95	1.50	1.30	2.10	1.70	3.15	2.90	5.45	3.25	6.60	0.80	1.30	1.10	1.80	1.45	2.75	2.50	4.70	2.80	5.70
	SH 66-39th Exp	1.00	1.50	1.35	2.10	1.75	3.15	3.25	5.45	3.95	6.60	0.85	1.30	1.15	1.80	1.50	2.75	2.80	4.70	3.40	5.70
	NW 10th	1.15	1.50	1.50	2.10	2.10	3.15	3.95	5.45	4.75	6.60	1.00	1.30	1.30	1.80	1.80	2.75	3.40	4.70	4.10	5.70
	I-40	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.15	6.60	1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.45	5.70
MacArthur	Rockwell	0.30	0.35	0.45	0.70	0.65	1.05	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.60	0.55	0.90	0.75	1.30	0.90	1.60
	SH 3-NW Exp	0.45	0.60	0.75	0.85	1.00	1.15	1.75	1.85	2.15	2.25	0.40	0.50	0.65	0.75	0.85	1.00	1.50	1.60	1.85	1.95
	Wilshire	0.80	1.15	1.00	1.50	1.45	2.30	2.65	3.95	3.00	4.75	0.70	1.00	0.85	1.30	1.25	2.00	2.30	3.40	2.60	4.10
	SH 66-39th Exp	1.00	1.15	1.30	1.50	1.75	2.30	3.25	3.95	3.95	4.75	0.85	1.00	1.10	1.30	1.50	2.00	2.75	3.40	3.40	4.10
	NW 10th	1.05	1.15	1.40	1.50	1.95	2.30	3.75	3.95	4.50	4.75	0.90	1.00	1.20	1.30	1.70	2.00	3.25	3.40	3.90	4.10
	I-40	1.10	1.15	1.45	1.50	2.05	2.30	3.85	3.95	4.50	4.75	0.95	1.00	1.25	1.30	1.75	2.00	3.30	3.40	3.90	4.10
Rockwell	SH 3-NW Exp	0.45	0.60	0.60	0.85	0.80	1.15	1.60	1.85	1.95	2.25	0.40	0.50	0.50	0.75	0.70	1.00	1.40	1.60	1.70	1.95
	Wilshire	0.75	1.15	0.85	1.50	1.30	2.30	2.50	3.95	2.65	4.75	0.65	1.00	0.75	1.30	1.10	2.00	2.15	3.40	2.30	4.10
	SH 66-39th Exp	0.85	1.15	1.10	1.50	1.55	2.30	2.95	3.95	3.55	4.75	0.75	1.00	0.95	1.30	1.35	2.00	2.55	3.40	3.05	4.10
	NW 10th	1.05	1.15	1.40	1.50	1.90	2.30	3.60	3.95	4.35	4.75	0.90	1.00	1.20	1.30	1.65	2.00	3.10	3.40	3.75	4.10
	I-40	1.10	1.15	1.45	1.50	2.05	2.30	3.75	3.95	4.50	4.75	0.95	1.00	1.25	1.30	1.75	2.00	3.25	3.40	3.90	4.10
Council	SH 3-NW Exp	0.30	0.60	0.45	0.85	0.65	1.15	0.75	1.85	0.95	2.25	0.25	0.50	0.40	0.75	0.55	1.00	0.65	1.60	0.80	1.95
	Wilshire	0.50	1.15	0.65	1.50	0.85	2.30	1.40	3.95	1.70	4.75	0.45	1.00	0.55	1.30	0.75	2.00	1.20	3.40	1.45	4.10
	SH 66-39th Exp	0.75	1.15	0.75	1.50	1.05	2.30	1.95	3.95	2.40	4.75	0.65	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
	NW 10th	0.80	1.15	1.00	1.50	1.40	2.30	2.60	3.95	3.20	4.75	0.70	1.00	0.85	1.30	1.20	2.00	2.25	3.40	2.75	4.10
	I-40	0.85	1.15	1.15	1.50	1.55	2.30	2.90	3.95	3.55	4.75	0.75	1.00	1.00	1.30	1.35	2.00	2.50	3.40	3.05	4.10
SH 3-NW Exp	Wilshire	0.30	1.15	0.40	1.50	0.60	2.30	1.15	3.95	1.15	4.75	0.25	1.00	0.35	1.30	0.50	2.00	1.00	3.40	1.00	4.10
	SH 66-39th Exp	0.40	1.15	0.50	1.50	0.70	2.30	1.35	3.95	1.60	4.75	0.35	1.00	0.45	1.30	0.60	2.00	1.15	3.40	1.40	4.10
	NW 10th	0.60	1.15	0.75	1.50	1.05	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
	I-40	0.65	1.15	0.85	1.50	1.20	2.30	2.25	3.95	2.80	4.75	0.55	1.00	0.75	1.30	1.05	2.00	1.95	3.40	2.40	4.10
Wilshire	SH 66-39th Exp	0.30	0.60	0.35	1.00	0.45	1.45	0.85	2.55	1.05	3.15	0.25	0.50	0.30	0.85	0.40	1.25	0.75	2.20	0.90	2.70
	NW 10th	0.45	0.60	0.60	1.00	0.80	1.45	1.50	2.55	1.85	3.15	0.40	0.50	0.50	0.85	0.70	1.25	1.30	2.20	1.60	2.70
	I-40	0.50	0.60	0.75	1.00	1.00	1.45	1.85	2.55	2.25	3.15	0.45	0.50	0.65	0.85	0.85	1.25	1.60	2.20	1.95	2.70
SH 66-39th Exp	NW 10th	0.30	0.35	0.50	0.60	0.65	0.85	0.70	1.50	0.80	1.85	0.25	0.30	0.45	0.50	0.55	0.75	0.60	1.30	0.70	1.60
	I-40	0.30	0.35	0.50	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.45	0.50	0.55	0.75	0.85	1.30	1.05	1.60

CHEROKEE TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Flint Creek	SH 10-Kansas	0.30	0.50	0.55	0.75	0.80	1.50	1.50	2.00	1.70	2.75
	ALT 412-Leach	1.35	3.00	2.00	4.25	2.70	6.00	4.50	10.00	5.40	12.00
	State Hwy 82	2.40	3.00	3.25	4.25	4.50	6.00	7.85	10.00	9.45	12.00
	US 69	2.70	3.00	3.85	4.25	5.30	6.00	9.30	10.00	11.10	12.00
SH 10-Kansas	ALT 412-Leach	1.00	3.00	1.35	4.25	1.95	6.00	3.40	10.00	4.05	12.00
	State Hwy 82	2.00	3.00	2.00	4.25	3.65	6.00	6.45	10.00	7.75	12.00
	US 69	2.40	3.00	3.25	4.25	4.55	6.00	7.85	10.00	9.45	12.00
ALT 412-Leach	State Hwy 82	0.90	1.75	1.30	2.25	1.80	3.00	3.15	4.50	3.70	5.75
	US 69	1.50	1.75	2.00	2.25	2.70	3.00	4.40	4.50	5.30	5.75
State Hwy 82	US 69	0.30	0.50	0.55	0.75	0.90	1.50	1.50	1.75	1.70	2.00

CHICKASAW TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
SH 1-Roff	US 177-Sulphur	0.65	0.75	0.80	0.85	1.30	1.70	2.15	2.80	2.30	2.80
	State Hwy 7	0.65	0.75	0.80	0.85	1.30	1.70	2.15	2.80	2.30	2.80

CHEROKEE TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Flint Creek	SH 10-Kansas	0.25	0.25	0.45	0.50	0.70	1.25	1.30	1.75	1.50	2.25	0.25	0.25	0.45	0.50	0.60	1.00	1.10	1.50	1.30	2.00
	ALT 412-Leach	1.20	2.50	1.75	3.75	2.40	5.25	4.00	8.75	4.80	10.50	1.05	2.25	1.50	3.25	2.05	4.50	3.45	7.50	4.15	9.00
	State Hwy 82	2.10	2.50	2.90	3.75	4.00	5.25	7.00	8.75	8.40	10.50	1.80	2.25	2.50	3.25	3.45	4.50	6.05	7.50	7.25	9.00
	US 69	2.40	2.50	3.40	3.75	4.70	5.25	8.30	8.75	9.90	10.50	2.15	2.25	2.95	3.25	4.05	4.50	7.15	7.50	8.55	9.00
SH 10-Kansas	ALT 412-Leach	0.85	2.50	1.20	3.75	1.70	5.25	3.00	8.75	3.60	10.50	0.75	2.25	1.05	3.25	1.45	4.50	2.60	7.50	3.10	9.00
	State Hwy 82	1.75	2.50	1.75	3.75	3.25	5.25	5.75	8.75	6.90	10.50	1.50	2.25	1.50	3.25	2.80	4.50	4.95	7.50	5.95	9.00
	US 69	2.10	2.50	2.90	3.75	4.05	5.25	7.00	8.75	8.40	10.50	1.80	2.25	2.50	3.25	3.50	4.50	6.05	7.50	7.25	9.00
ALT 412-Leach	State Hwy 82	0.80	1.50	1.15	2.00	1.60	2.50	2.80	4.00	3.30	5.00	0.70	1.25	1.00	1.75	1.40	2.25	2.40	3.50	2.85	4.25
	US 69	1.30	1.50	1.75	2.00	2.40	2.50	3.90	4.00	4.70	5.00	1.10	1.25	1.50	1.75	2.05	2.25	3.35	3.50	4.05	4.25
State Hwy 82	US 69	0.25	0.25	0.45	0.50	0.80	1.25	1.30	1.50	1.50	1.75	0.25	0.25	0.45	0.50	0.70	1.00	1.10	1.25	1.30	1.50

CHICKASAW TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
SH 1-Roff	US 177-Sulphur	0.55	0.65	0.70	0.75	1.15	1.50	1.90	2.50	2.05	2.50	0.45	0.55	0.65	0.75	1.00	1.25	1.65	2.25	1.75	2.25
	State Hwy 7	0.55	0.65	0.70	0.75	1.15	1.50	1.90	2.50	2.05	2.50	0.50	0.55	0.70	0.75	1.15	1.25	2.15	2.25	2.15	2.25

CREEK TURNPIKE											
Toll Rates Effective:				March 1, 2017							
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
412-Admiral	11th Street	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10
	31st Street	0.35	0.40	0.60	0.70	0.80	1.00	1.20	1.70	1.65	2.10
	51st-Omaha	0.75	1.00	0.85	1.35	1.20	1.70	1.80	2.95	2.50	3.95
	Kenosha-71st	0.85	1.00	1.15	1.35	1.50	1.70	2.50	2.95	3.35	3.95
	Muskogee Turnpike	0.90	1.00	1.30	1.35	1.65	1.70	2.80	2.95	3.70	3.95
	BA Expwy-SH 51	1.25	1.40	1.65	2.05	2.00	2.70	3.35	4.65	4.35	6.05
	101st-New Orleans	1.25	1.40	1.95	2.05	2.55	2.70	4.45	4.65	5.70	6.05
	193rd-County Line	1.35	1.55	2.10	2.20	2.75	2.90	4.75	5.00	6.15	6.50
	161st-Elm	1.55	1.70	2.30	2.45	2.90	3.00	5.05	5.40	6.60	6.95
	145th-Aspen	1.60	1.75	2.40	2.50	2.95	3.15	5.25	5.60	6.75	7.15
	129th-Olive	1.65	1.80	2.50	2.50	3.00	3.20	5.40	5.70	6.95	7.40
	Broken Arrow ML	1.80	2.00	2.60	2.70	3.25	3.40	5.60	5.90	7.40	7.90
	Yale	2.15	2.40	3.15	3.40	4.00	4.40	7.25	7.60	9.45	10.00
	Riverside Pkwy	2.15	2.40	3.20	3.40	4.00	4.40	7.25	7.60	9.45	10.00
	Peoria-Elm	2.55	3.60	3.45	5.30	4.35	6.70	8.05	11.00	10.20	13.80
	US 75-Glenpool	2.60	2.85	3.85	4.05	4.80	5.10	8.10	8.50	10.30	10.90
	S 49th West Ave	2.95	3.25	4.40	4.75	5.75	6.10	9.60	10.20	11.95	13.00
	SH 66-Sapulpa	2.95	3.25	4.40	4.75	5.75	6.10	9.60	10.20	11.95	13.00
11th Street	31st Street	0.35	0.40	0.55	0.70	0.70	1.00	1.00	1.70	1.10	2.10
	51st-Omaha	0.70	1.00	0.90	1.35	1.00	1.70	1.55	2.95	2.10	3.95
	Kenosha-71st	0.75	1.00	1.10	1.35	1.25	1.70	2.15	2.95	2.95	3.95
	Muskogee Turnpike	0.80	1.00	1.20	1.35	1.50	1.70	2.50	2.95	3.35	3.95
	BA Expwy-SH 51	1.15	1.40	1.55	2.05	1.75	2.70	3.00	4.65	3.95	6.05
	101st-New Orleans	1.15	1.40	1.75	2.05	2.40	2.70	4.10	4.65	5.30	6.05
	193rd-County Line	1.25	1.55	2.00	2.20	2.55	2.90	4.40	5.00	5.75	6.50
	161st-Elm	1.35	1.70	2.15	2.45	2.70	3.00	4.80	5.40	6.20	6.95
	145th-Aspen	1.40	1.75	2.25	2.50	2.75	3.15	4.85	5.60	6.35	7.15
	129th-Olive	1.55	1.80	2.40	2.50	2.80	3.20	5.05	5.70	6.60	7.40
	Broken Arrow ML	1.70	2.00	2.50	2.70	3.10	3.40	5.30	5.90	7.00	7.90
	Yale	2.05	2.40	3.05	3.40	3.85	4.40	6.95	7.60	9.05	10.00
	Riverside Pkwy	2.05	2.40	3.10	3.40	3.85	4.40	6.95	7.60	9.05	10.00
	Peoria-Elm	2.45	3.60	3.35	5.30	4.20	6.70	7.75	11.00	9.80	13.80
	US 75-Glenpool	2.50	2.85	3.75	4.05	4.65	5.10	7.80	8.50	9.90	10.90
	S 49th West Ave	2.85	3.25	4.30	4.75	5.60	6.10	9.30	10.20	11.55	13.00
	SH 66-Sapulpa	2.85	3.25	4.30	4.75	5.60	6.10	9.30	10.20	11.55	13.00
31st Street	51st-Omaha	0.35	1.00	0.55	1.35	0.60	1.70	1.00	2.95	1.10	3.95
	Kenosha-71st	0.60	1.00	0.80	1.35	0.90	1.70	1.55	2.95	2.10	3.95
	Muskogee Turnpike	0.70	1.00	1.10	1.35	1.30	1.70	1.80	2.95	2.90	3.95
	BA Expwy-SH 51	1.00	1.40	1.35	2.05	1.65	2.70	2.40	4.65	3.45	6.05
	101st-New Orleans	1.00	1.40	1.65	2.05	2.20	2.70	3.45	4.65	4.85	6.05
	193rd-County Line	1.15	1.55	1.80	2.20	2.40	2.90	3.70	5.00	5.30	6.50
	161st-Elm	1.25	1.70	2.05	2.45	2.55	3.00	4.10	5.40	5.75	6.95
	145th-Aspen	1.30	1.75	2.10	2.50	2.60	3.15	4.30	5.60	5.95	7.15
	129th-Olive	1.35	1.80	2.20	2.50	2.70	3.20	4.45	5.70	6.15	7.40
	Broken Arrow ML	1.60	2.00	2.40	2.70	2.95	3.40	4.60	5.90	6.60	7.90
	Yale	1.95	2.40	2.95	3.40	3.70	4.40	6.25	7.60	8.65	10.00
	Riverside Pkwy	1.95	2.40	3.00	3.40	3.70	4.40	6.25	7.60	8.65	10.00
	Peoria-Elm	2.35	3.60	3.25	5.30	4.05	6.70	7.05	11.00	9.40	13.80
	US 75-Glenpool	2.40	2.85	3.65	4.05	4.50	5.10	7.10	8.50	9.50	10.90
	S 49th West Ave	2.75	3.25	4.20	4.75	5.45	6.10	8.60	10.20	11.15	13.00
	SH 66-Sapulpa	2.75	3.25	4.20	4.75	5.45	6.10	8.60	10.20	11.15	13.00

CREEK TURNPIKE

CREEK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
412-Admiral	11th Street	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
	31st Street	0.30	0.35	0.50	0.60	0.70	0.85	1.05	1.50	1.45	1.85	0.25	0.30	0.45	0.50	0.60	0.75	0.90	1.30	1.25	1.60
	51st-Omaha	0.65	0.85	0.75	1.20	1.05	1.50	1.60	2.60	2.20	3.50	0.55	0.75	0.65	1.05	0.90	1.30	1.40	2.25	1.90	3.00
	Kenosha-71st	0.75	0.85	1.00	1.20	1.30	1.50	2.20	2.60	2.95	3.50	0.65	0.75	0.85	1.05	1.10	1.30	1.90	2.25	2.55	3.00
	Muskogee Turnpike	0.80	0.85	1.15	1.20	1.45	1.50	2.50	2.60	3.30	3.50	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00
	BA Expwy-SH 51	1.10	1.20	1.45	1.80	1.75	2.35	2.95	4.10	3.85	5.35	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60
	101st-New Orleans	1.10	1.20	1.70	1.80	2.25	2.35	3.95	4.10	5.05	5.35	0.95	1.05	1.45	1.55	1.95	2.05	3.40	3.55	4.35	4.60
	193rd-County Line	1.20	1.30	1.85	1.95	2.45	2.55	4.20	4.40	5.45	5.75	1.05	1.15	1.60	1.70	2.10	2.20	3.60	3.80	4.70	4.95
	161st-Elm	1.35	1.45	2.05	2.15	2.55	2.65	4.50	4.75	5.85	6.15	1.15	1.25	1.75	1.85	2.20	2.30	3.90	4.10	5.05	5.30
	145th-Aspen	1.40	1.50	2.10	2.25	2.60	2.75	4.65	4.90	6.00	6.35	Location not open to traffic									
	129th-Olive	1.45	1.55	2.20	2.30	2.65	2.85	4.80	5.05	6.20	6.55	1.25	1.35	1.90	2.00	2.30	2.45	4.15	4.35	5.35	5.65
	Broken Arrow ML	1.60	1.70	2.30	2.40	2.90	3.00	5.00	5.20	6.60	7.00	1.40	1.50	2.00	2.10	2.50	2.60	4.30	4.50	5.70	6.00
	Yale	1.90	2.05	2.75	3.00	3.55	3.85	6.45	6.70	8.40	8.85	1.65	1.80	2.40	2.60	3.05	3.35	5.55	5.80	7.25	7.60
	Riverside Pkwy	1.90	2.05	2.80	3.00	3.55	3.85	6.45	6.70	8.40	8.85	1.65	1.80	2.45	2.60	3.05	3.35	5.55	5.80	7.25	7.60
	Peoria-Elm	2.25	2.40	3.05	3.55	3.85	4.45	7.15	7.45	9.10	9.60	1.95	2.10	2.65	3.10	3.30	3.85	6.15	6.45	7.85	8.25
	US 75-Glenpool	2.30	2.45	3.40	3.60	4.25	4.50	7.20	7.50	9.15	9.65	2.00	2.15	2.95	3.15	3.65	3.90	6.20	6.50	7.90	8.30
	S 49th West Ave	2.60	2.80	3.90	4.20	5.10	5.35	8.55	9.00	10.65	11.50	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90
	SH 66-Sapulpa	2.60	2.80	3.90	4.20	5.10	5.35	8.55	9.00	10.65	11.50	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90
11th Street	31st Street	0.30	0.35	0.45	0.60	0.60	0.85	0.85	1.50	0.95	1.85	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60
	51st-Omaha	0.60	0.85	0.80	1.20	0.85	1.50	1.35	2.60	1.85	3.50	0.50	0.75	0.70	1.05	0.75	1.30	1.15	2.25	1.60	3.00
	Kenosha-71st	0.65	0.85	0.95	1.20	1.10	1.50	1.90	2.60	2.60	3.50	0.55	0.75	0.80	1.05	0.95	1.30	1.65	2.25	2.25	3.00
	Muskogee Turnpike	0.70	0.85	1.05	1.20	1.30	1.50	2.20	2.60	2.95	3.50	0.60	0.75	0.90	1.05	1.10	1.30	1.90	2.25	2.55	3.00
	BA Expwy-SH 51	1.00	1.20	1.35	1.80	1.55	2.35	2.65	4.10	3.50	5.35	0.85	1.05	1.15	1.55	1.35	2.05	2.30	3.55	3.00	4.60
	101st-New Orleans	1.00	1.20	1.55	1.80	2.10	2.35	3.65	4.10	4.70	5.35	0.85	1.05	1.35	1.55	1.80	2.05	3.15	3.55	4.05	4.60
	193rd-County Line	1.10	1.30	1.75	1.95	2.25	2.55	3.90	4.40	5.10	5.75	0.95	1.15	1.50	1.70	1.95	2.20	3.35	3.80	4.40	4.95
	161st-Elm	1.20	1.45	1.90	2.15	2.40	2.65	4.25	4.75	5.50	6.15	1.05	1.25	1.65	1.85	2.05	2.30	3.65	4.10	4.75	5.30
	145th-Aspen	1.25	1.50	2.00	2.25	2.45	2.75	4.30	4.90	5.65	6.35	Location not open to traffic									
	129th-Olive	1.35	1.55	2.10	2.30	2.50	2.85	4.50	5.05	5.85	6.55	1.15	1.35	1.80	2.00	2.15	2.45	3.90	4.35	5.05	5.65
	Broken Arrow ML	1.50	1.70	2.20	2.40	2.75	3.00	4.70	5.20	6.25	7.00	1.30	1.50	1.90	2.10	2.35	2.60	4.05	4.50	5.40	6.00
	Yale	1.80	2.05	2.65	3.00	3.40	3.85	6.15	6.70	8.05	8.85	1.55	1.80	2.30	2.60	2.90	3.35	5.30	5.80	6.95	7.60
	Riverside Pkwy	1.80	2.05	2.70	3.00	3.40	3.85	6.15	6.70	8.05	8.85	1.55	1.80	2.35	2.60	2.90	3.35	5.30	5.80	6.95	7.60
	Peoria-Elm	2.15	2.40	2.95	3.55	3.70	4.45	6.85	7.45	8.75	9.60	1.85	2.10	2.55	3.10	3.15	3.85	5.90	6.45	7.55	8.25
	US 75-Glenpool	2.20	2.45	3.30	3.60	4.10	4.50	6.90	7.50	8.80	9.65	1.90	2.15	2.85	3.15	3.50	3.90	5.95	6.50	7.60	8.30
	S 49th West Ave	2.50	2.80	3.80	4.20	4.95	5.35	8.25	9.00	10.30	11.50	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90
	SH 66-Sapulpa	2.50	2.80	3.80	4.20	4.95	5.35	8.25	9.00	10.30	11.50	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90
31st Street	51st-Omaha	0.30	0.85	0.45	1.20	0.50	1.50	0.85	2.60	0.95	3.50	0.25	0.75	0.40	1.05	0.45	1.30	0.75	2.25	0.80	3.00
	Kenosha-71st	0.50	0.85	0.70	1.20	0.80	1.50	1.35	2.60	1.85	3.50	0.45	0.75	0.60	1.05	0.70	1.30	1.15	2.25	1.60	3.00
	Muskogee Turnpike	0.60	0.85	0.95	1.20	1.15	1.50	1.60	2.60	2.55	3.50	0.50	0.75	0.80	1.05	1.00	1.30	1.40	2.25	2.20	3.00
	BA Expwy-SH 51	0.85	1.20	1.20	1.80	1.45	2.35	2.10	4.10	3.05	5.35	0.75	1.05	1.05	1.55	1.25	2.05	1.80	3.55	2.65	4.60
	101st-New Orleans	0.85	1.20	1.45	1.80	1.95	2.35	3.05	4.10	4.30	5.35	0.75	1.05	1.25	1.55	1.70	2.05	2.65	3.55	3.70	4.60
	193rd-County Line	1.00	1.30	1.60	1.95	2.10	2.55	3.30	4.40	4.70	5.75	0.85	1.15	1.40	1.70	1.85	2.20	2.85	3.80	4.05	4.95
	161st-Elm	1.10	1.45	1.80	2.15	2.25	2.65	3.65	4.75	5.10	6.15	0.95	1.25	1.55	1.85	1.95	2.30	3.15	4.10	4.40	5.30
	145th-Aspen	1.15	1.50	1.85	2.25	2.30	2.75	3.80	4.90	5.30	6.35	Location not open to traffic									
	129th-Olive	1.20	1.55	1.95	2.30	2.40	2.85	3.95	5.05	5.45	6.55	1.05	1.35	1.70	2.00	2.05	2.45	3.40	4.35	4.70	5.65
	Broken Arrow ML	1.40	1.70	2.10	2.40	2.60	3.00	4.10	5.20	5.85	7.00	1.20	1.50	1.80	2.10	2.25	2.60	3.55	4.50	5.05	6.00
	Yale	1.70	2.05	2.55	3.00	3.25	3.85	5.55	6.70	7.65	8.85	1.45	1.80	2.20	2.60	2.80	3.35	4.80	5.80	6.60	7.60
	Riverside Pkwy	1.70	2.05	2.60	3.00	3.25	3.85	5.55	6.70	7.65	8.85	1.45	1.80	2.25	2.60	2.80	3.35	4.80	5.80	6.60	7.60
	Peoria-Elm	2.05	2.40	2.85	3.55	3.55	4.45	6.25	7.45	8.35	9.60	1.75	2.10	2.45	3.10	3.05	3.85	5.40	6.45	7.20	8.25
	US 75-Glenpool	2.10	2.45	3.20	3.60	3.95	4.50	6.30	7.50	8.40	9.65	1.80	2.15	2.75	3.15	3.40	3.90	5.45	6.50	7.25	8.30
	S 49th West Ave	2.40	2.80	3.70	4.20	4.80	5.35	7.65	9.00	9.90	11.50	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90
	SH 66-Sapulpa	2.40	2.80	3.70	4.20	4.80	5.35	7.65	9.00	9.90	11.50	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90

CREEK TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
51st-Omaha	Kenosha-71st	0.35	0.40	0.55	0.70	0.70	1.00	1.00	1.70	1.10	2.10
	Muskogee Turnpike	0.35	0.40	0.60	0.70	0.90	1.00	1.30	1.70	1.70	2.10
	BA Expwy-SH 51	0.70	0.80	0.90	1.40	1.25	2.00	1.80	3.40	2.30	4.20
	101st-New Orleans	0.70	0.80	1.20	1.40	1.80	2.00	2.95	3.40	3.65	4.20
	193rd-County Line	0.80	0.95	1.35	1.55	2.05	2.20	3.20	3.75	4.10	4.65
	161st-Elm	0.90	1.10	1.60	1.80	2.15	2.30	3.60	4.15	4.55	5.10
	145th-Aspen	1.05	1.15	1.65	1.85	2.20	2.45	3.70	4.35	4.80	5.30
	129th-Olive	1.10	1.20	1.75	1.85	2.30	2.50	3.95	4.45	4.95	5.55
	Broken Arrow ML	1.25	1.40	1.95	2.05	2.55	2.70	4.10	4.65	5.40	6.05
	Yale	1.60	1.80	2.50	2.75	3.30	3.70	5.75	6.35	7.45	8.15
	Riverside Pkwy	1.60	1.80	2.55	2.75	3.30	3.70	5.75	6.35	7.45	8.15
	Peoria-Elm	2.00	3.00	2.80	4.65	3.65	6.00	6.55	9.75	8.20	11.95
	US 75-Glenpool	2.05	2.25	3.20	3.40	4.10	4.40	6.60	7.25	8.30	9.05
	S 49th West Ave	2.40	2.65	3.75	4.10	5.05	5.40	8.10	8.95	9.95	11.15
	SH 66-Sapulpa	2.40	2.65	3.75	4.10	5.05	5.40	8.10	8.95	9.95	11.15
71st-Kenosha	Muskogee Turnpike	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10
	BA Expwy-SH 51	0.70	0.80	0.70	1.40	0.70	2.00	1.10	3.40	1.20	4.20
	101st-New Orleans	0.70	0.80	0.90	1.40	1.25	2.00	2.15	3.40	2.55	4.20
	193rd-County Line	0.80	0.95	1.15	1.55	1.50	2.20	2.45	3.75	3.00	4.65
	161st-Elm	0.90	1.10	1.30	1.80	1.60	2.30	2.80	4.15	3.45	5.10
	145th-Aspen	1.05	1.15	1.40	1.80	1.65	2.40	3.00	4.30	3.65	5.30
	129th-Olive	1.10	1.20	1.55	1.85	1.70	2.50	3.15	4.45	3.85	5.55
	Broken Arrow ML	1.25	1.40	1.65	2.05	2.00	2.70	3.35	4.65	4.35	6.05
	Yale	1.60	1.80	2.20	2.75	2.75	3.70	5.00	6.35	6.40	8.15
	Riverside Pkwy	1.60	1.80	2.25	2.75	2.75	3.70	5.00	6.35	6.40	8.15
	Peoria-Elm	2.00	3.00	2.50	4.65	3.10	6.00	5.80	9.75	7.15	11.95
	US 75-Glenpool	2.05	2.25	2.90	3.40	3.55	4.40	5.85	7.25	7.25	9.05
	S 49th West Ave	2.40	2.65	3.45	4.10	4.50	5.40	7.35	8.95	8.90	11.15
	SH 66-Sapulpa	2.40	2.65	3.45	4.10	4.50	5.40	7.35	8.95	8.90	11.15
Muskogee Turnpike	BA Expwy-SH 51	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10
	101st-New Orleans	0.35	0.40	0.55	0.70	0.90	1.00	1.65	1.70	2.00	2.10
	193rd-County Line	0.45	0.55	0.80	0.85	1.10	1.20	1.90	2.05	2.40	2.55
	161st-Elm	0.55	0.70	0.95	1.10	1.25	1.30	2.30	2.45	2.85	3.00
	145th-Aspen	0.70	0.75	1.10	1.15	1.30	1.45	2.45	2.65	3.10	3.20
	129th-Olive	0.75	0.80	1.15	1.15	1.35	1.50	2.55	2.75	3.25	3.45
	Broken Arrow ML	0.90	0.95	1.30	1.35	1.65	1.70	2.80	2.90	3.70	4.00
	Yale	1.25	1.35	1.85	2.05	2.40	2.70	4.45	4.60	5.75	6.10
	Riverside Pkwy	1.25	1.35	1.90	2.05	2.40	2.70	4.45	4.60	5.75	6.10
	Peoria-Elm	1.65	2.55	2.15	3.95	2.75	5.00	5.25	8.00	6.50	9.90
	US 75-Glenpool	1.70	1.80	2.55	2.70	3.20	3.40	5.30	5.50	6.60	7.00
	S 49th West Ave	2.05	2.20	3.10	3.40	4.15	4.40	6.80	7.20	8.25	9.10
	SH 66-Sapulpa	2.05	2.20	3.10	3.40	4.15	4.40	6.80	7.20	8.25	9.10
101st-New Orleans	193rd-County Line	0.40	0.55	0.70	0.85	1.00	1.20	1.70	2.05	2.15	2.55
	161st-Elm	0.55	0.70	0.85	1.10	1.15	1.30	2.10	2.45	2.55	3.00
	145th-Aspen	0.65	0.75	1.00	1.15	1.20	1.45	2.25	2.65	2.75	3.20
	129th-Olive	0.70	0.80	1.10	1.15	1.25	1.50	2.45	2.75	2.95	3.45
	Broken Arrow ML	0.75	0.85	1.10	1.20	1.35	1.50	2.40	2.60	2.90	3.50
	Yale	1.10	1.25	1.65	1.90	2.10	2.50	4.05	4.30	4.95	5.60
	Riverside Pkwy	1.10	1.25	1.70	1.90	2.10	2.50	4.05	4.30	4.95	5.60
	Peoria-Elm	1.50	2.45	1.95	3.80	2.45	4.80	4.85	7.70	5.70	9.40
	US 75-Glenpool	1.55	1.70	2.35	2.55	2.90	3.20	4.90	5.20	5.80	6.50

Creek Turnpike																						
Toll Rates Effective:		August 4, 2009										January 1, 2001										
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle		
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	
51st-Omaha	Kenosha-71st	0.30	0.35	0.45	0.60	0.60	0.85	0.85	1.50	0.95	1.85	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60	
	Muskogee Turnpike	0.30	0.35	0.50	0.60	0.80	0.85	1.15	1.50	1.50	1.85	0.25	0.30	0.45	0.50	0.70	0.75	1.00	1.30	1.30	1.60	
	BA Expwy-SH 51	0.60	0.70	0.80	1.20	1.10	1.70	1.60	3.00	2.05	3.70	0.50	0.60	0.70	1.00	0.95	1.50	1.40	2.60	1.75	3.20	
	101st-New Orleans	0.60	0.70	1.05	1.20	1.60	1.70	2.60	3.00	3.25	3.70	0.50	0.60	0.90	1.00	1.40	1.50	2.25	2.60	2.80	3.20	
	193rd-County Line	0.70	0.80	1.20	1.35	1.80	1.90	2.85	3.30	3.65	4.10	0.60	0.70	1.05	1.15	1.55	1.65	2.45	2.85	3.15	3.55	
	161st-Elm	0.80	0.95	1.40	1.55	1.90	2.00	3.20	3.65	4.05	4.50	0.70	0.80	1.20	1.30	1.65	1.75	2.75	3.15	3.50	3.90	
	145th-Aspen	0.90	1.00	1.45	1.60	1.95	2.10	3.30	3.80	4.25	4.70	Location not open to traffic										
	129th-Olive	0.95	1.05	1.55	1.70	2.05	2.20	3.50	3.95	4.40	4.90	0.80	0.90	1.35	1.45	1.75	1.90	3.00	3.40	3.80	4.25	
	Broken Arrow ML	1.10	1.20	1.70	1.80	2.25	2.35	3.65	4.10	4.80	5.35	0.95	1.05	1.45	1.55	1.95	2.05	3.15	3.55	4.15	4.60	
	Yale	1.40	1.55	2.15	2.40	2.90	3.20	5.10	5.60	6.60	7.20	1.20	1.35	1.85	2.05	2.50	2.80	4.40	4.85	5.70	6.20	
	Riverside Pkwy	1.40	1.55	2.20	2.40	2.90	3.20	5.10	5.60	6.60	7.20	1.20	1.35	1.90	2.05	2.50	2.80	4.40	4.85	5.70	6.20	
	Peoria-Elm	1.75	1.90	2.45	2.95	3.20	3.80	5.80	6.35	7.30	7.95	1.50	1.65	2.10	2.55	2.75	3.30	5.00	5.50	6.30	6.85	
	US 75-Glenpool	1.80	1.95	2.80	3.00	3.60	3.85	5.85	6.40	7.35	8.00	1.55	1.70	2.40	2.60	3.10	3.35	5.05	5.55	6.35	6.90	
	S 49th West Ave	2.10	2.30	3.30	3.60	4.45	4.70	7.20	7.90	8.85	9.85	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50	
	SH 66-Sapulpa	2.10	2.30	3.30	3.60	4.45	4.70	7.20	7.90	8.85	9.85	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50	
71st-Kenosha	Muskogee Turnpike	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60	
	BA Expwy-SH 51	0.60	0.70	0.60	1.20	0.60	1.70	0.95	3.00	1.05	3.70	0.50	0.60	0.50	1.00	0.50	1.50	0.80	2.60	0.90	3.20	
	101st-New Orleans	0.60	0.70	0.80	1.20	1.10	1.70	1.90	3.00	2.25	3.70	0.50	0.60	0.70	1.00	0.95	1.50	1.65	2.60	1.95	3.20	
	193rd-County Line	0.70	0.80	1.00	1.35	1.30	1.90	2.15	3.30	2.65	4.10	0.60	0.70	0.85	1.15	1.10	1.65	1.85	2.85	2.30	3.55	
	161st-Elm	0.80	0.95	1.15	1.55	1.40	2.00	2.50	3.65	3.05	4.50	0.70	0.80	1.00	1.30	1.20	1.75	2.15	3.15	2.65	3.90	
	145th-Aspen	0.90	1.00	1.25	1.60	1.45	2.10	2.65	3.80	3.25	4.70	Location not open to traffic										
	129th-Olive	0.95	1.05	1.35	1.70	1.50	2.20	2.80	3.95	3.40	4.90	0.80	0.90	1.15	1.45	1.30	1.90	2.40	3.40	2.95	4.25	
	Broken Arrow ML	1.10	1.20	1.45	1.80	1.75	2.35	2.95	4.10	3.85	5.35	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60	
	Yale	1.40	1.55	1.90	2.40	2.40	3.20	4.40	5.60	5.65	7.20	1.20	1.35	1.65	2.05	2.05	2.80	3.80	4.85	4.85	6.20	
	Riverside Pkwy	1.40	1.55	1.95	2.40	2.40	3.20	4.40	5.60	5.65	7.20	1.20	1.35	1.70	2.05	2.05	2.80	3.80	4.85	4.85	6.20	
	Peoria-Elm	1.75	1.90	2.20	2.95	2.70	3.80	5.10	6.35	6.35	7.95	1.50	1.65	1.90	2.55	2.30	3.30	4.40	5.50	5.45	6.85	
	US 75-Glenpool	1.80	1.95	2.55	3.00	3.10	3.85	5.15	6.40	6.40	8.00	1.55	1.70	2.20	2.60	2.65	3.35	4.45	5.55	5.50	6.90	
	S 49th West Ave	2.10	2.30	3.05	3.60	3.95	4.70	6.50	7.90	7.90	9.85	1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50	
	SH 66-Sapulpa	2.10	2.30	3.05	3.60	3.95	4.70	6.50	7.90	7.90	9.85	1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50	
	Muskogee Turnpike	BA Expwy-SH 51	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
101st-New Orleans		0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60	
193rd-County Line		0.30	0.35	0.50	0.60	0.80	0.85	1.45	1.50	1.75	1.85	0.35	0.40	0.60	0.65	0.85	0.90	1.45	1.55	1.85	1.95	
161st-Elm		0.40	0.45	0.70	0.75	1.00	1.05	1.70	1.80	2.15	2.25	0.45	0.50	0.75	0.80	0.95	1.00	1.75	1.85	2.20	2.30	
145th-Aspen		0.60	0.65	0.95	1.00	1.15	1.30	2.15	2.35	2.75	2.85	Location not open to traffic										
129th-Olive		0.50	0.60	0.85	0.95	1.10	1.15	2.05	2.15	2.55	2.65	0.55	0.60	0.90	0.95	1.05	1.15	2.00	2.10	2.50	2.65	
Broken Arrow ML		0.65	0.70	1.05	1.10	1.20	1.35	2.30	2.45	2.90	3.05	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00	
Yale		0.95	1.05	1.50	1.70	1.85	2.20	3.75	3.95	4.70	4.90	0.95	1.05	1.40	1.55	1.80	2.05	3.40	3.55	4.40	4.60	
Riverside Pkwy		0.95	1.05	1.55	1.70	1.85	2.20	3.75	3.95	4.70	4.90	0.95	1.05	1.45	1.55	1.80	2.05	3.40	3.55	4.40	4.60	
Peoria-Elm		1.30	1.40	1.80	2.25	2.15	2.80	4.45	4.70	5.40	5.65	1.25	1.35	1.65	2.05	2.05	2.55	4.00	4.20	5.00	5.25	
US 75-Glenpool		1.35	1.45	2.15	2.30	2.55	2.85	4.50	4.75	5.45	5.70	1.30	1.40	1.95	2.10	2.40	2.60	4.05	4.25	5.05	5.30	
S 49th West Ave		1.65	1.80	2.65	2.90	3.40	3.70	5.85	6.25	6.95	7.55	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90	
SH 66-Sapulpa		1.65	1.80	2.65	2.90	3.40	3.70	5.85	6.25	6.95	7.55	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90	
101st-New Orleans		193rd-County Line	0.35	0.45	0.60	0.75	0.85	1.05	1.50	1.80	1.90	2.25	0.30	0.40	0.50	0.65	0.75	0.90	1.30	1.55	1.65	1.95
		161st-Elm	0.45	0.60	0.75	0.95	1.00	1.15	1.85	2.15	2.25	2.65	0.40	0.50	0.65	0.80	0.85	1.00	1.60	1.85	1.95	2.30
	145th-Aspen	0.55	0.65	0.85	1.00	1.05	1.30	2.00	2.35	2.45	2.85	Location not open to traffic										
	129th-Olive	0.60	0.70	0.95	1.10	1.10	1.35	2.15	2.45	2.60	3.05	0.50	0.60	0.80	0.95	0.95	1.15	1.85	2.10	2.25	2.65	
	Broken Arrow ML	0.75	0.85	1.10	1.20	1.35	1.50	2.40	2.60	2.90	3.50	0.65	0.75	0.95	1.05	1.15	1.30	2.05	2.25	2.50	3.00	
	Yale	1.05	1.20	1.55	1.80	2.00	2.35	3.85	4.10	4.70	5.35	0.90	1.05	1.35	1.55	1.70	2.05	3.30	3.55	4.05	4.60	
	Riverside Pkwy	1.05	1.20	1.60	1.80	2.00	2.35	3.85	4.10	4.70	5.35	1.15	1.35	1.80	2.05	2.25	2.80	4.55	4.85	5.60	6.20	
	Peoria-Elm	1.40	1.55	1.85	2.35	2.30	2.95	4.55	4.85	5.40	6.10	1.20	1.35	1.60	2.05	1.95	2.55	3.90	4.20	4.65	5.25	
	US 75-Glenpool	1.45	1.60	2.20	2.40	2.70	3.00	4.60	4.90	5.45	6.15	1.25	1.40	1.90	2.10	2.30	2.60	3.95	4.25	4.70	5.30	

CREEK TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
101st-New Orleans	S 49th West Ave	1.90	2.10	2.90	3.25	3.85	4.20	6.40	6.90	7.45	8.60
	SH 66-Sapulpa	1.90	2.10	2.90	3.25	3.85	4.20	6.40	6.90	7.45	8.60
193rd-County Line	161st-Elm	0.40	0.70	0.70	1.10	0.90	1.30	1.95	2.45	2.40	3.00
	145th-Aspen	0.45	0.75	0.75	1.15	1.05	1.45	2.10	2.65	2.50	3.20
	129th-Olive	0.55	0.80	0.85	1.15	1.10	1.50	2.20	2.75	2.60	3.45
	Broken Arrow ML	0.80	1.00	1.20	1.35	1.35	1.70	2.55	2.95	2.75	3.95
	Yale	1.15	1.40	1.75	2.05	2.10	2.70	4.20	4.65	4.80	6.05
	Riverside Pkwy	1.15	1.40	1.80	2.05	2.10	2.70	4.20	4.65	4.80	6.05
	Peoria-Elm	1.55	2.60	2.05	3.95	2.45	5.00	5.00	8.05	5.55	9.85
	US 75-Glenpool	1.60	1.85	2.45	2.70	2.90	3.40	5.05	5.55	5.65	6.95
	S 49th West Ave	1.95	2.25	3.00	3.40	3.85	4.40	6.55	7.25	7.30	9.05
	SH 66-Sapulpa	1.95	2.25	3.00	3.40	3.85	4.40	6.55	7.25	7.30	9.05
161st-Elm	145th-Aspen	0.35	0.75	0.70	1.15	1.00	1.45	1.95	2.65	2.15	3.20
	129th-Olive	0.35	0.80	0.70	1.15	1.00	1.50	1.95	2.75	2.15	3.45
	Broken Arrow ML	0.70	1.00	1.00	1.35	1.20	1.70	2.05	2.95	2.20	3.95
	Yale	1.05	1.40	1.55	2.05	1.95	2.70	3.70	4.65	4.25	6.05
	Riverside Pkwy	1.05	1.40	1.60	2.05	1.95	2.70	3.70	4.65	4.25	6.05
	Peoria-Elm	1.45	2.60	1.85	3.95	2.30	5.00	4.50	8.05	5.00	9.85
	US 75-Glenpool	1.50	1.85	2.25	2.70	2.75	3.40	4.55	5.55	5.10	6.95
	S 49th West Ave	1.85	2.25	2.80	3.40	3.70	4.40	6.05	7.25	6.75	9.05
	SH 66-Sapulpa	1.85	2.25	2.80	3.40	3.70	4.40	6.05	7.25	6.75	9.05
145th-Aspen	129th-Olive	0.30	0.80	0.70	1.15	1.00	1.50	1.75	2.75	2.00	3.45
	Broken Arrow ML	0.65	1.00	0.85	1.35	1.10	1.70	1.80	2.95	2.00	3.95
	Yale	1.00	1.40	1.20	1.80	1.60	2.35	2.35	4.10	3.55	5.35
	Riverside Pkwy	1.00	1.40	1.45	2.05	1.85	2.70	3.45	4.65	4.05	6.05
	Peoria-Elm	1.40	2.60	1.70	3.95	2.20	5.00	4.25	8.05	4.80	9.85
	US 75-Glenpool	1.45	1.85	2.10	2.70	2.65	3.40	4.30	5.55	4.90	6.95
	S 49th West Ave	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05
	SH 66-Sapulpa	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05
129th-Olive	Broken Arrow ML	0.30	0.80	0.70	1.15	1.00	1.50	1.75	2.75	2.00	3.45
	Yale	0.65	1.00	0.85	1.35	1.10	1.70	1.80	2.95	2.00	3.95
	Riverside Pkwy	1.00	1.40	1.20	1.80	1.60	2.35	2.35	4.10	3.55	5.35
	Peoria-Elm	1.00	1.40	1.45	2.05	1.85	2.70	3.45	4.65	4.05	6.05
	US 75-Glenpool	1.40	2.60	1.70	3.95	2.20	5.00	4.25	8.05	4.80	9.85
	S 49th West Ave	1.45	1.85	2.10	2.70	2.65	3.40	4.30	5.55	4.90	6.95
Mingo-US-64	SH 66-Sapulpa	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05
	Yale	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05
	Riverside Pkwy	0.55	1.00	0.80	1.35	1.00	1.70	1.55	2.95	1.70	3.95
	Peoria-Elm	0.90	1.40	1.35	2.05	1.75	2.70	3.20	4.65	3.75	6.05
	US 75-Glenpool	0.90	1.40	1.40	2.05	1.75	2.70	3.20	4.65	3.75	6.05
	S 49th West Ave	1.30	2.60	1.65	3.95	2.10	5.00	4.00	8.05	4.50	9.85
Yale	SH 66-Sapulpa	1.35	1.85	2.05	2.70	2.55	3.40	4.05	5.55	4.60	6.95
	Riverside Pkwy	1.70	2.25	2.60	3.40	3.50	4.40	5.55	7.25	6.25	9.05
	Peoria-Elm	1.70	2.25	2.60	3.40	3.50	4.40	5.55	7.25	6.25	9.05
	US 75-Glenpool	0.35	0.40	0.55	0.70	0.75	1.00	1.65	1.70	2.05	2.10
	S 49th West Ave	0.35	0.40	0.60	0.70	0.75	1.00	1.65	1.70	2.05	2.10
Riverside Pkwy	SH 66-Sapulpa	0.75	1.60	0.85	2.60	1.10	3.30	2.45	5.10	2.80	5.90
	Peoria-Elm	0.80	0.85	1.25	1.35	1.55	1.70	2.50	2.60	2.90	3.00
	US 75-Glenpool	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10
	S 49th West Ave	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10
	SH 66-Sapulpa	0.35	0.40	0.55	0.70	0.75	1.00	1.70	1.70	1.20	2.10

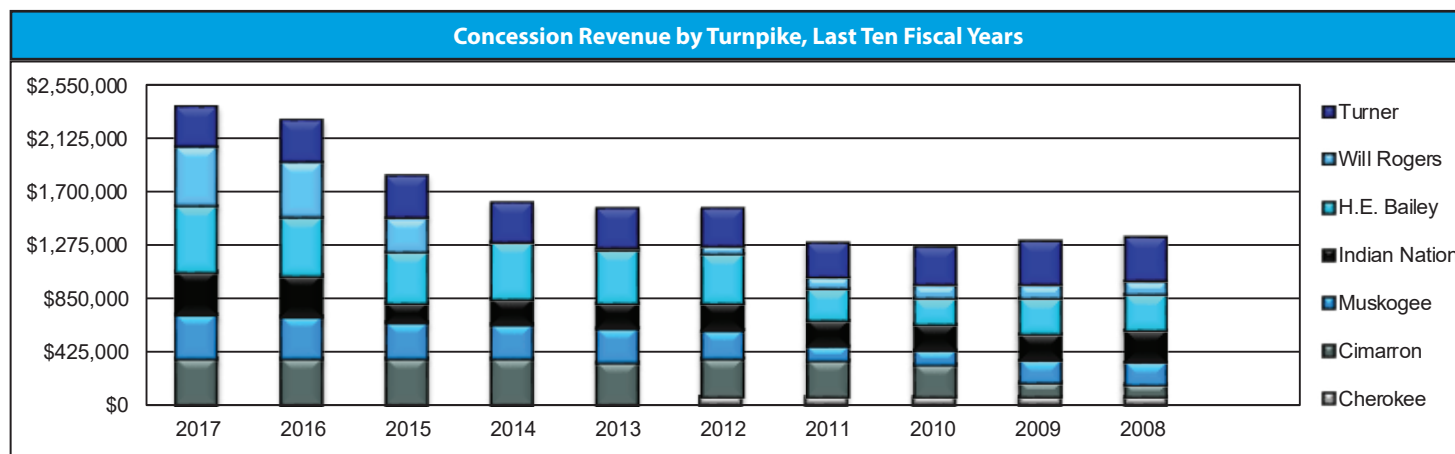
Creek Turnpike																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
101st-New Orleans	S 49th West Ave	1.75	1.95	2.70	3.00	3.55	3.85	5.95	6.40	6.95	8.00	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
	SH 66-Sapulpa	1.75	1.95	2.70	3.00	3.55	3.85	5.95	6.40	6.95	8.00	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
193rd-County Line	161st-Elm	0.35	0.60	0.60	0.95	0.80	1.15	1.70	2.15	2.10	2.65	0.30	0.50	0.50	0.80	0.70	1.00	1.45	1.85	1.80	2.30
	145th-Aspen	0.40	0.65	0.65	1.00	0.90	1.30	1.85	2.35	2.20	2.85	Location not open to traffic									
	129th-Olive	0.45	0.70	0.75	1.10	0.95	1.35	1.95	2.45	2.30	3.05	0.40	0.60	0.65	0.95	0.80	1.15	1.70	2.10	2.00	2.65
	Broken Arrow ML	0.70	0.85	1.05	1.20	1.20	1.50	2.25	2.60	2.45	3.50	0.60	0.75	0.90	1.05	1.05	1.30	1.95	2.25	2.10	3.00
	Yale	1.00	1.20	1.50	1.80	1.85	2.35	3.70	4.10	4.25	5.35	0.85	1.05	1.30	1.55	1.60	2.05	3.20	3.55	3.65	4.60
	Riverside Pkwy	1.00	1.20	1.55	1.80	1.85	2.35	3.70	4.10	4.25	5.35	0.85	1.05	1.35	1.55	1.60	2.05	3.20	3.55	3.65	4.60
	Peoria-Elm	1.35	1.55	1.80	2.35	2.15	2.95	4.40	4.85	4.95	6.10	1.15	1.35	1.55	2.05	1.85	2.55	3.80	4.20	4.25	5.25
	US 75-Glenpool	1.40	1.60	2.15	2.40	2.55	3.00	4.45	4.90	5.00	6.15	1.20	1.40	1.85	2.10	2.20	2.60	3.85	4.25	4.30	5.30
	S 49th West Ave	1.70	1.95	2.65	3.00	3.40	3.85	5.80	6.40	6.50	8.00	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
	SH 66-Sapulpa	1.70	1.95	2.65	3.00	3.40	3.85	5.80	6.40	6.50	8.00	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
161st-Elm	145th-Aspen	0.30	0.65	0.60	1.00	0.85	1.30	1.70	2.35	1.90	2.85	Location not open to traffic									
	129th-Olive	0.30	0.70	0.60	1.10	0.85	1.35	1.70	2.45	1.90	3.05	0.25	0.60	0.50	0.95	0.75	1.15	1.45	2.10	1.65	2.65
	Broken Arrow ML	0.60	0.85	0.85	1.20	1.05	1.50	1.80	2.60	1.95	3.50	0.50	0.75	0.75	1.05	0.90	1.30	1.55	2.25	1.70	3.00
	Yale	0.90	1.20	1.30	1.80	1.70	2.35	3.25	4.10	3.75	5.35	0.75	1.05	1.45	1.55	1.95	2.05	3.35	3.55	4.35	4.60
	Riverside Pkwy	0.90	1.20	1.35	1.80	1.70	2.35	3.25	4.10	3.75	5.35	0.75	1.05	1.20	1.55	1.45	2.05	2.80	3.55	3.25	4.60
	Peoria-Elm	1.25	1.55	1.60	2.35	2.00	2.95	3.95	4.85	4.45	6.10	1.05	1.35	1.40	2.05	1.70	2.55	3.40	4.20	3.85	5.25
	US 75-Glenpool	1.30	1.60	1.95	2.40	2.40	3.00	4.00	4.90	4.50	6.15	1.10	1.40	1.70	2.10	2.05	2.60	3.45	4.25	3.90	5.30
	S 49th West Ave	1.60	1.95	2.45	3.00	3.25	3.85	5.35	6.40	6.00	8.00	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
	SH 66-Sapulpa	1.60	1.95	2.45	3.00	3.25	3.85	5.35	6.40	6.00	8.00	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
	145th-Aspen	129th-Olive	0.25	0.70	0.60	1.00	0.85	1.30	1.55	2.45	1.75	3.05	Location not open to traffic								
	Broken Arrow ML	0.55	0.85	0.75	1.20	0.95	1.50	1.60	2.60	1.75	3.50										
	Yale	0.85	1.20	1.20	1.80	1.60	2.35	2.35	4.10	3.55	5.35										
	Riverside Pkwy	0.85	1.20	1.25	1.80	1.60	2.35	3.05	4.10	3.55	5.35										
	Peoria-Elm	1.20	1.55	1.50	2.35	1.90	2.95	3.75	4.85	4.25	6.10										
	US 75-Glenpool	1.25	1.60	1.85	2.40	2.30	3.00	3.80	4.90	4.30	6.15										
	S 49th West Ave	1.55	1.95	2.35	3.00	3.15	3.85	5.15	6.40	5.80	8.00										
	SH 66-Sapulpa	1.55	1.95	2.35	3.00	3.15	3.85	5.15	6.40	5.80	8.00										
129th-Olive	Broken Arrow ML	0.45	0.85	0.70	1.20	0.85	1.50	1.35	2.60	1.50	3.50	0.40	0.75	0.60	1.05	0.75	1.30	1.15	2.25	1.30	3.00
	Yale	0.75	1.20	1.15	1.80	1.50	2.35	2.80	4.10	3.30	5.35	0.65	1.05	1.00	1.55	1.30	2.05	2.40	3.55	2.85	4.60
	Riverside Pkwy	0.75	1.20	1.20	1.80	1.50	2.35	2.80	4.10	3.30	5.35	0.65	1.05	1.05	1.55	1.30	2.05	2.40	3.55	2.85	4.60
	Peoria-Elm	1.10	1.55	1.45	2.35	1.80	2.95	3.50	4.85	4.00	6.10	0.95	1.35	1.25	2.05	1.55	2.55	3.00	4.20	3.45	5.25
	US 75-Glenpool	1.15	1.60	1.80	2.40	2.20	3.00	3.55	4.90	4.05	6.15	1.00	1.40	1.55	2.10	1.90	2.60	3.05	4.25	3.50	5.30
	S 49th West Ave	1.45	1.95	2.30	3.00	3.05	3.85	4.90	6.40	5.55	8.00	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90
	SH 66-Sapulpa	1.45	1.95	2.30	3.00	3.05	3.85	4.90	6.40	5.55	8.00	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90
Mingo-US-64	Yale	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.80	1.85	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.55	1.60
	Riverside Pkwy	0.30	0.35	0.50	0.60	0.65	0.85	1.45	1.50	1.80	1.85	0.25	0.30	0.45	0.50	0.55	0.75	1.25	1.30	1.55	1.60
	Peoria-Elm	0.65	0.70	0.75	1.15	0.95	1.45	2.15	2.25	2.50	2.60	0.55	0.60	0.65	1.00	0.80	1.25	1.85	1.95	2.15	2.25
	US 75-Glenpool	0.70	0.75	1.10	1.20	1.35	1.50	2.20	2.30	2.55	2.65	0.60	0.65	0.95	1.05	1.15	1.30	1.90	2.00	2.20	2.30
	S 49th West Ave	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
	SH 66-Sapulpa	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Yale	Riverside Pkwy	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	Peoria-Elm	0.40	0.70	0.45	1.15	0.65	1.45	1.35	2.25	1.50	2.60	0.35	0.60	0.40	1.00	0.55	1.25	1.15	1.95	1.30	2.25
	US 75-Glenpool	0.70	0.75	0.80	1.20	1.00	1.50	2.20	2.30	2.55	2.65	0.60	0.65	0.70	1.05	0.85	1.30	1.90	2.00	2.20	2.30
	S 49th West Ave	1.00	1.10	1.60	1.80	2.05	2.35	3.05	3.80	3.55	4.50	0.90	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90
	SH 66-Sapulpa	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Riverside Pkwy	Peoria-Elm	0.30	0.70	0.45	1.15	0.65	1.45	0.85	2.25	1.05	2.60	0.25	0.60	0.40	1.00	0.55	1.25	0.75	1.95	0.90	2.25
	US 75-Glenpool	0.40	0.75	0.50	1.20	0.65	1.50	1.35	2.30	1.50	2.65	0.35	0.65	0.45	1.05	0.55	1.30	1.15	2.00	1.30	2.30
	S 49th West Ave	0.75	1.10	1.15	1.80	1.45	2.35	2.20	3.80	2.55	4.50	0.65	0.95	1.00	1.55	1.25	2.05	1.90	3.30	2.20	3.90
	SH 66-Sapulpa	1.00	1.10	1.60	1.80	2.05	2.35	3.05	3.80	3.55	4.50	0.85	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90

CREEK TURNPIKE											
Toll Rates Effective:		March 1, 2017									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Peoria-Elm	US 75-Glenpool	0.45	1.60	0.55	2.60	0.75	3.30	1.55	5.10	1.70	5.90
	S 49th West Ave	0.80	0.85	0.90	1.35	1.15	1.70	2.50	2.60	2.90	3.00
	SH 66-Sapulpa	1.15	1.25	1.80	2.05	2.30	2.70	3.45	4.30	4.00	5.10
US 75-Glenpool	S 49th West Ave	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10
	SH 66-Sapulpa	0.35	1.60	0.55	2.60	0.75	3.30	1.00	5.10	1.20	5.10
Hickory Hill	SH 66-Sapulpa	0.45	0.85	0.60	1.35	0.75	1.70	1.55	2.60	1.70	3.00

Schedule 7: Concession Revenue by Turnpike
Ten Years - December 31, 2017 and Prior Nine Years

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Turnpike:										
Turner Turnpike	\$ 328,076	\$ 334,564	\$ 325,259	\$ 317,829	\$ 313,543	\$ 301,894	\$ 279,587	\$ 300,753	\$ 345,616	\$ 362,132
Will Rogers Turnpike	470,439	438,204	281,784	7,527	16,398	68,255	89,149	104,416	102,628	93,804
H.E. Bailey Turnpike	526,806	474,055	404,983	455,436	430,030	390,315	259,136	215,340	298,561	290,562
Indian Nation Turnpike	345,773	335,821	166,616	213,086	216,207	227,381	207,842	214,997	216,963	268,428
Muskogee Turnpike	354,614	329,231	299,645	272,041	269,441	224,953	123,500	114,514	176,493	174,732
Cimarron Turnpike	364,342	364,977	360,078	361,087	333,686	309,305	284,658	254,421	117,937	104,969
Cherokee Turnpike	-	-	-	-	-	60,000	65,173	65,115	63,318	63,862
Totals	\$ 2,390,050	\$ 2,276,852	\$ 1,838,365	\$ 1,627,006	\$ 1,579,305	\$ 1,582,103	\$ 1,309,045	\$ 1,269,556	\$ 1,321,516	\$ 1,358,489

CREEK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Peoria-Elm	US 75-Glenpool	0.30	0.75	0.45	1.20	0.65	1.50	0.85	2.30	1.05	2.65	0.25	0.65	0.40	1.05	0.55	1.30	0.75	2.00	0.90	2.30
	S 49th West Ave	0.60	1.10	0.95	1.80	1.15	2.35	1.80	3.80	2.05	4.50	0.50	0.95	0.80	1.55	1.00	2.05	1.55	3.30	1.75	3.90
	SH 66-Sapulpa	0.85	1.10	1.40	1.80	1.75	2.35	2.65	3.80	3.05	4.50	0.75	0.95	1.20	1.55	1.50	2.05	2.30	3.30	2.65	3.90
US 75-Glenpool	S 49th West Ave	0.25	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	SH 66-Sapulpa	0.25	0.35	0.50	0.60	0.75	0.85	1.25	1.50	1.50	1.85	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
Hickory Hill	SH 66-Sapulpa	0.25	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60



Schedule 8: Ratios of Outstanding Debt
Ten Years - December 31, 2017 and Prior Nine Years
(Presented in Thousands of Dollars)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Net revenue bonds outstanding	\$ 1,755,771	\$ 935,259	\$ 994,144	\$ 1,050,759	\$ 1,105,368	\$ 1,159,527	\$ 1,215,331	\$ 1,043,943	\$ 1,089,905	\$ 1,133,091
Other long-term debt	15,000	69,700	15,000	15,000	18,000	19,490	27,490	33,490	35,000	-
Total outstanding debt	\$ 1,770,771	\$ 1,004,959	\$ 1,009,144	\$ 1,065,759	\$ 1,123,368	\$ 1,179,017	\$ 1,242,821	\$ 1,077,433	\$ 1,124,905	\$ 1,133,091
Electronic Tolls transactions	138,238	135,560	127,609	118,050	108,415	106,870	103,423	102,279	97,058	93,831
Cash transactions	45,648	49,670	49,666	49,146	47,756	48,414	47,261	52,009	53,160	52,179
Total toll transactions	183,886	185,230	177,275	167,196	156,171	155,284	150,684	154,288	150,218	146,010
Debt per Electronic Tolls transaction	\$ 12.81	\$ 7.41	\$ 7.91	\$ 9.03	\$ 10.36	\$ 11.03	\$ 12.02	\$ 10.53	\$ 11.59	\$ 12.08
Debt per cash transaction	38.79	20.23	20.32	21.69	23.52	24.35	26.30	20.72	21.16	21.72
Debt per total transaction	9.63	5.43	5.69	6.37	7.19	7.59	8.25	6.98	7.49	7.76

Note: For comparative purposes, the unamortized net debit has been excluded from the calculation of net revenue bonds outstanding, in accordance with GASB 63.

Schedule 9: Pledged-Revenue Coverage
Ten Years - December 31, 2017 and Prior Nine Years
(Presented in Thousands of Dollars)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Gross revenues (1)	\$ 309,121	\$ 271,768	\$ 262,308	\$ 252,252	\$ 238,851	\$ 240,046	\$ 233,689	\$ 234,233	\$ 212,206	\$ 205,873
Operating expenses (2)	101,888	93,972	85,532	80,555	81,592	86,706	87,918	72,396	70,915	75,320
Net revenues available for debt service	\$ 207,233	\$ 177,796	\$ 176,776	\$ 171,697	\$ 157,259	\$ 153,340	\$ 145,771	\$ 161,837	\$ 141,291	\$ 130,553
Debt service for revenue bonds outstanding:										
Principal	\$ 54,590	\$ 56,505	\$ 54,050	\$ 51,780	\$ 49,775	\$ 49,310	\$ 50,955	\$ 48,645	\$ 45,095	\$ 42,320
Interest (3)	33,676	37,992	41,651	39,335	39,904	41,443	42,785	52,042	55,418	53,585
Total current debt service	\$ 88,266	\$ 94,497	\$ 95,701	\$ 91,115	\$ 89,679	\$ 90,753	\$ 93,740	\$ 100,687	\$ 100,513	\$ 95,905
Debt service coverage (4)	2.35	1.88	1.85	1.88	1.75	1.69	1.56	1.61	1.41	1.36

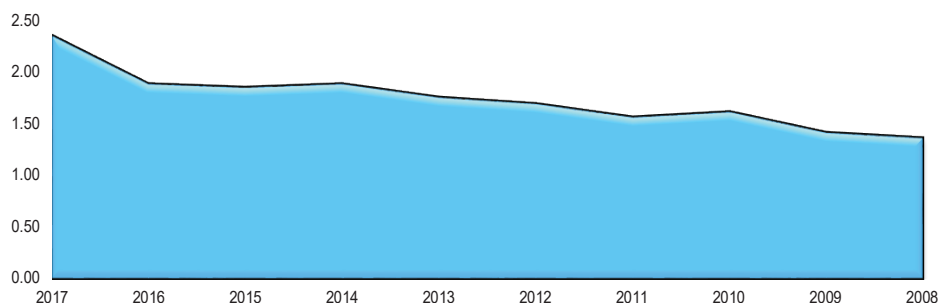
(1) Includes total operating revenues and interest earnings from investments

(2) Total operating expenses excluding depreciation

(3) Net of amounts capitalized during construction

(4) Debt Service Coverage equals Net Revenues Available for Debt Service divided by Total Current Debt Service

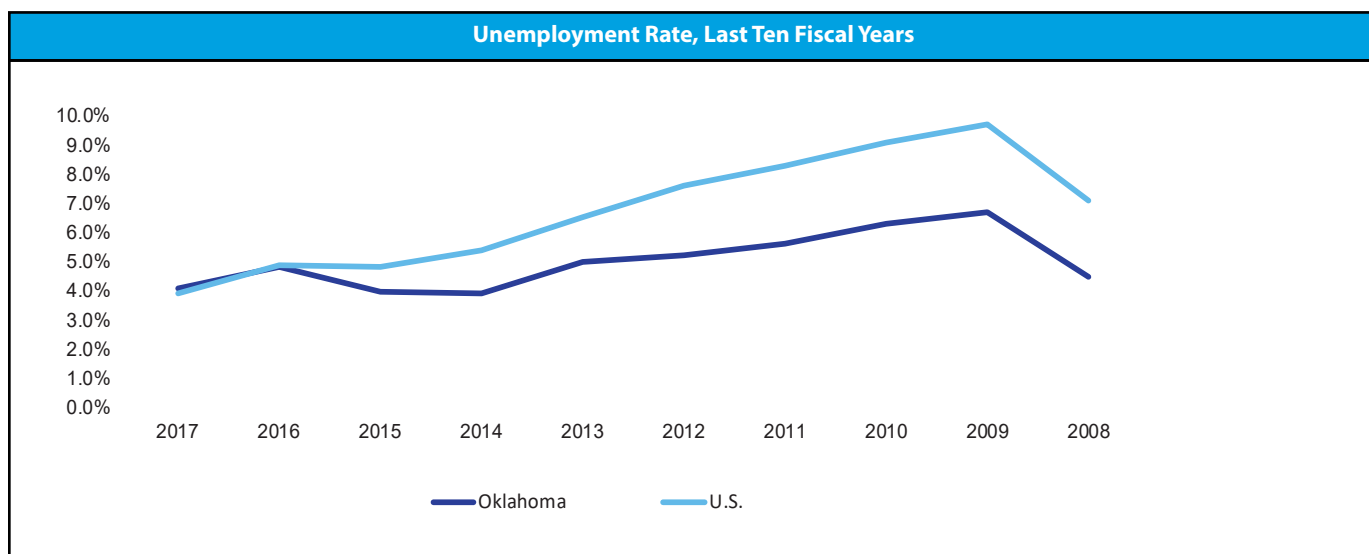
Debt Service Coverage, Last Ten Fiscal Years



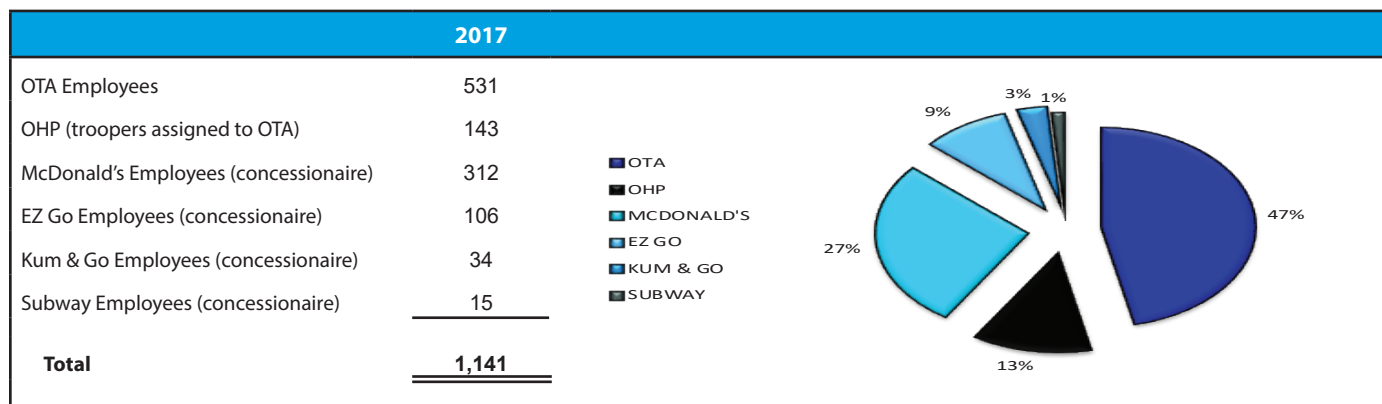
Schedule 10: Demographic and Economic Statistics
Ten Years - December 31, 2017 and Prior Nine Years

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Population:										
Oklahoma (thousands)	3,931	3,924	3,911	3,878	3,851	3,815	3,792	3,760	3,686	3,640
U.S. (thousands)	325,719	323,128	321,419	318,857	316,129	313,914	311,592	309,330	306,656	304,177
Per capita income:										
Oklahoma	\$ *\$	42,692 \$	44,272 \$	43,138 \$	41,861 \$	41,399 \$	38,980 \$	35,912 \$	34,659 \$	37,648
U.S.	50,395	49,495	47,690	46,030	44,408	44,247	42,459	40,274	39,366	41,052
Total personal income:										
Oklahoma (millions)	\$ 171 \$	179 \$	174 \$	171 \$	162 \$	158 \$	150 \$	137 \$	128 \$	140
U.S.(billions)	16,719	16,290	15,612	15,014	14,268	14,623	13,472	12,816	12,184	12,270
Gross product:										
Oklahoma (millions)	\$ *\$	183 \$	186 \$	184 \$	176 \$	169 \$	162 \$	152 \$	144 \$	158
U.S. (billions)	19,058	18,566	17,943	17,348	16,663	16,155	15,518	14,964	14,419	14,719
Total labor force:										
Oklahoma (thousands)	1,842	1,824	1,848	1,818	1,797	1,810	1,788	1,767	1,767	1,760
U.S. (thousands)	160,597	159,640	157,833	156,142	155,083	155,597	153,995	153,650	154,111	154,655
% rate of unemployment:										
Oklahoma	4.1%	4.8%	4.0%	3.9%	5.0%	5.2%	5.6%	6.3%	6.7%	4.5%
U.S.	3.9%	4.9%	4.8%	5.4%	6.5%	7.6%	8.3%	9.1%	9.7%	7.1%

Sources: Web sites of the U.S. Census Bureau, Federal Reserve Bank of St. Louis and Bureau of Labor Statistics



**Schedule 11A: Principal Employers within the Jurisdiction of the Turnpike System
December 31, 2017**



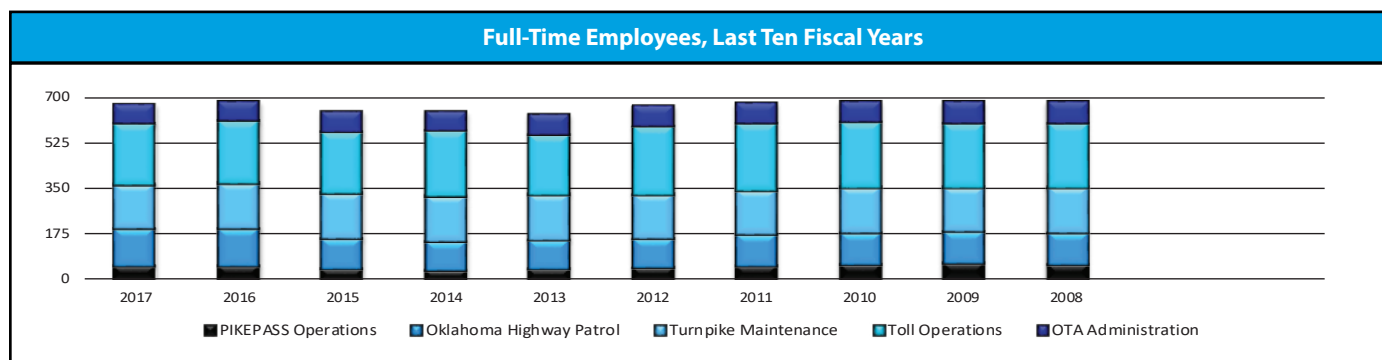
**Schedule 11B: Principal Employers within the Jurisdiction of the Turnpike System
Ten Years - December 31, 2017 and Prior Nine Years**

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
OTA Office Employees	131	128	120	115	126	131	132	142	145	147
OTA Field Employees	400	411	408	421	398	423	426	418	411	412
OHP (troopers assigned to OTA)	143	146	119	111	110	113	120	122	125	123
McDonald's Employees (concessionaire)	312	313	329	374	316	341	*	*	*	*
EZ Go Employees (concessionaire)	106	106	101	90	86	99	*	*	*	*
Kum & Go Employees (concessionaire)	34	32	33	53	10	10	*	*	*	*
Subway Employees (concessionaire)	15	18	15	*	*	*	*	*	*	*
Total	1,141	1,154	1,125	1,164	1,046	1,117	678	682	681	682

Note: There are no other employers within the jurisdiction of the Turnpike System, which is limited to the Turnpike System and rights-of-way.

**Schedule 12: Full-Time Employees
Ten Years - December 31, 2017 and Prior Nine Years**

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Administration	75	75	78	75	80	82	78	80	81	86
Toll Operations	231	239	235	249	227	254	255	246	242	239
Turnpike Maintenance	169	172	173	172	171	169	171	172	169	173
Highway Patrol (troopers assigned to OTA)	143	146	119	111	110	113	120	122	125	123
PIKEPASS Operations	56	53	42	40	46	49	54	62	64	61
Total	674	685	647	647	634	667	678	682	681	682



Schedule 13: Capital Asset Statistics Ten Years - December 31, 2017 and Prior Nine Years

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Turnpikes under operation (total length in miles)	600.9	600.9	600.9	600.9	604.9	604.9	604.9	604.9	604.9	604.9
Turner (opened 1953)	86.0	86.0	86.0	86.0	86.0	86.0	86.0	86.0	86.0	86.0
Will Rogers (opened 1957)	88.5	88.5	88.5	88.5	88.5	88.5	88.5	88.5	88.5	88.5
H.E. Bailey (opened 1964, 1987 and 2001)	94.6	94.6	94.6	94.6	94.6	94.6	94.6	94.6	94.6	94.6
Indian Nation (opened 1966 and 1970)	105.2	105.2	105.2	105.2	105.2	105.2	105.2	105.2	105.2	105.2
Muskogee (opened 1969)	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1
Cimarron (opened 1975)	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7
John Kilpatrick (opened 1991, 2000 and 2001)	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3
Cherokee (opened 1991)	32.8	32.8	32.8	32.8	32.8	32.8	32.8	32.8	32.8	32.8
Chickasaw (opened 1991)	13.3	13.3	13.3	13.3	17.3	17.3	17.3	17.3	17.3	17.3
Creek (opened 1992, 2000, 2001 and 2002)	34.4	34.4	34.4	34.4	34.4	34.4	34.4	34.4	34.4	34.4
Lane miles:	2,413.0	2,413.0	2,413.0	2,413.0	2,420.9	2,388.6	2,388.6	2,388.6	2,388.6	2,388.6
Right-of-Way area: (000's acres)	33	33	33	33	33	33	33	33	33	33
Facilities:	303	304	303	296	291	288	273	268	267	267
Interchanges	88	88	88	88	87	86	85	84	84	84
Service areas	16	17	18	18	16	19	11	11	11	11
Maintenance buildings	195	195	193	186	184	180	174	170	169	169
Administration building	1	1	1	1	1	1	1	1	1	1
PIKEPASS customer service centers/stores	3	3	3	3	3	2	2	2	2	2
Total number of crossings over/under turnpikes:	789	789	789	789	789	789	789	789	789	789
Other highways or interchange ramps	499	499	499	499	499	499	499	499	499	499
Railroads	29	29	29	29	29	29	29	29	29	29
Rivers and streams	261	261	261	261	261	261	261	261	261	261
Notes:										
<i>In 2014, total lane miles were reduced for the US Highway 7 to US Highway 177 segment on the Chickasaw Turnpike which was transferred to the ODOT.</i>										
<i>In 2013, total lane miles were expanded by completion of the widening projects on the John Kilpatrick and Creek Turnpikes.</i>										
<i>In 2013, the OTA partnered with the Department of Tourism to establish an additional full service PIKEPASS store within the Tourism Information Center in Oklahoma City.</i>										

Schedule 14: Insurance in Force, as of December 31, 2017

Insurance	Policy Term	Policy	Coverage		Deductible	Annual or Last Premium
Fire & extended coverage for buildings & contents, bridges and computers	08/01/17-08/01/18	State of Oklahoma Certificate #978	\$ 176,464,054 1,322,138,218	Buildings & Contents Bridges (100%)	\$ 10,000 200,000	\$ 133,372 438,024
Auto liability	07/01/17-06/30/18	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	0	35,214
Comprehensive general liability, personal and injury liability	07/01/17-6/30/18	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	0	12,782
Directors & Officer's insurance	10/30/17-10/30/18	State of Oklahoma Certificate #978	35,000,000 5,000,000	Aggregate Per occurrence	150,000	20,634
Public Employee Dishonesty	07/01/17-07/01/18	State of Oklahoma Certificate #978	50,000	Per employee (Provided by State)	5,000	N/A
Special machinery	08/01/17-08/01/18	State of Oklahoma Certificate #978	250,000	Bridge Machine	5,000	1,530
Workers compensation	07/01/17-06/30/18	State Risk Mangement #00338640	100,000	Employee injuries	n/a	423,457
Health benefits	01/01/17-12/31/17	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, & dental	Various	6,863,842
Surety bond		Travelers C&S Ins.				
	04/01/17-04/01/18	#105639546	25,000	Kenneth Adams	n/a	100
	04/01/17-04/01/18	#105639631	25,000	Guy Berry	n/a	100
	04/01/17-04/01/18	#105639658	100,000	G. Carl Gibson	n/a	350
	01/01/17-03/31/18	#105639643	25,000	Dana Weber	n/a	100
	04/01/17-04/01/18	#105639652	25,000	Gene Love	n/a	100
	04/01/17-04/01/18	#105549509	25,000	David Burrage	n/a	100

Schedule 15: Operating Indicators
Ten Years - December 31, 2017 and Prior Nine Years
(Concession information Presented in 000's of Dollars/Gallons)

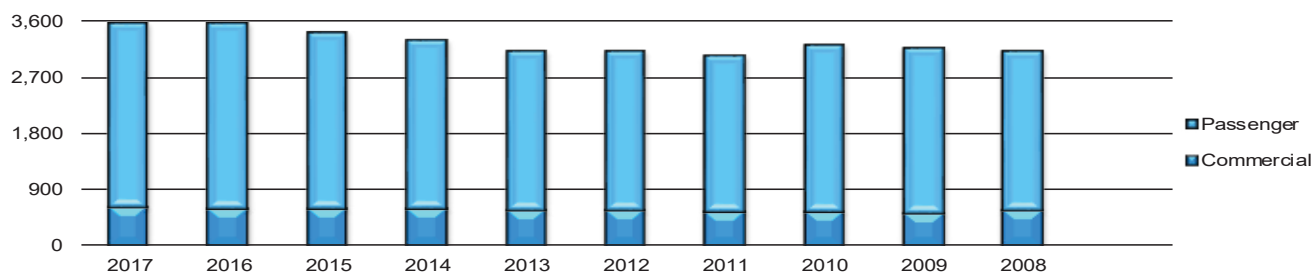
	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Concessions:										
Concessionaire restaurant sales (\$)	23,742	22,867	18,971	17,345	18,087	19,669	18,237	16,830	18,590	18,918
Concessionaire service station sales (\$)	14,991	14,738	15,991	13,277	12,878	14,024	12,362	11,442	11,516	10,480
Concessionaire gasoline sales (gallons)	19,534	20,052	21,671	18,114	16,688	18,536	16,753	16,925	17,484	15,056
Concessionaire diesel sales (gallons)	14,493	15,089	18,729	14,203	13,756	15,576	14,211	12,724	11,692	11,426
Concessionaire rent paid to OTA (\$)	2,390	2,277	1,838	1,627	1,579	1,582	1,309	1,269	1,322	1,358
Highway Patrol:										
Total citations	26,968	29,180	26,042	27,774	28,775	24,615	24,296	26,506	26,522	27,281
Total warnings	112,493	100,959	87,193	90,924	106,748	108,922	107,090	110,502	102,240	98,047
Motorist assists	21,449	20,467	18,820	19,431	17,098	16,404	16,361	14,366	12,515	10,290
Accidents	1,434	1,513	1,480	1,209	1,111	1,065	1,082	1,035	1,099	1,103
Accidents per 100 million miles	39.99	42.21	42.98	36.65	35.41	33.95	35.35	31.93	34.37	35.23
Fatalities	25	33	20	29	31	26	28	16	30	25
Fatalities per 100 million miles	0.70	0.92	0.58	0.88	0.99	0.83	0.91	0.49	0.94	0.80
PIKEPASS:										
Total active PIKEPASS accounts	705,584	715,127	634,151	596,716	624,455	593,851	568,359	544,788	513,223	491,374
Total active PIKEPASS tags	1,777,499	1,748,180	1,672,405	1,557,593	1,422,271	1,321,538	1,257,537	1,047,619	968,259	905,220
Total customer service calls received	703,857	677,614	644,520	604,331	577,287	812,758	790,967	576,611	694,274	576,992
Turnpike maintenance:										
Joint and crack sealing (linear feet)	2,433,341	1,778,351	1,813,870	2,283,299	1,668,171	3,110,357	2,225,974	2,227,385	2,287,794	2,714,427
Fence Repair/Replacement (linear feet)	101,156	182,750	40,363	110,336	143,098	109,069	135,830	64,920	319,253	202,008
Vegetation management (acres)	58,115	72,526	56,401	59,160	33,781	35,799	39,176	44,367	44,580	39,578
Snow removal operations (lane miles)	69,833	33,963	188,811	107,296	128,842	31,198	150,123	99,843	117,494	45,040
Turnpike operations:										
Average toll collected (\$):										
<i>(toll revenues / transactions)</i>										
Passenger	1.13	0.99	0.98	0.99	1.00	1.00	1.01	1.00	0.93	0.87
Commercial	7.07	6.36	6.35	6.42	6.64	6.82	6.85	6.71	6.19	5.93
Average trip length (miles):										
<i>(mileage / transactions)</i>										
Passenger	17.6	17.5	17.5	17.7	18.0	18.1	18.2	19.1	19.4	19.2
Commercial	40.2	40.3	40.2	40.6	41.9	42.3	42.5	42.4	42.6	42.8
Average toll/mile (¢)										
<i>(toll revenues / mileage)</i>										
Passenger	6.4	5.7	5.6	5.6	5.5	5.5	5.5	5.3	4.8	4.5
Commercial	17.6	15.8	15.8	15.8	15.9	16.1	16.1	15.9	14.5	13.8

Source: Various OTA Divisions.

Schedule 16: Mileage by Type and Turnpike Ten Years - December 31, 2017 and Prior Nine Years (Presented in Thousands of Miles)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Turner Turnpike										
Passenger	757,489	757,721	714,505	681,093	652,340	655,342	636,552	686,571	689,089	659,560
Commercial	199,541	190,940	187,862	187,426	178,292	175,053	170,080	169,781	165,211	183,796
Total	957,030	948,661	902,367	868,519	830,632	830,395	806,632	856,352	854,300	843,356
Will Rogers Turnpike										
Passenger	520,497	532,815	506,834	487,844	464,490	464,919	463,645	526,936	527,431	501,391
Commercial	225,626	223,236	222,240	218,596	209,567	212,378	207,935	206,842	199,499	220,660
Total	746,123	756,051	729,074	706,440	674,057	677,297	671,580	733,778	726,930	722,051
H. E. Bailey Turnpike										
Passenger	392,253	395,135	374,259	360,895	347,672	344,941	335,805	348,423	340,351	321,306
Commercial	51,524	47,591	47,219	48,631	42,728	41,650	39,571	40,337	38,694	41,421
Total	443,777	442,726	421,478	409,526	390,400	386,591	375,376	388,760	379,045	362,727
Indian Nation Turnpike										
Passenger	165,703	168,221	170,181	162,806	158,411	159,112	154,274	163,302	161,997	157,451
Commercial	46,387	43,814	44,470	44,070	43,532	44,282	41,501	42,161	40,640	44,481
Total	212,090	212,035	214,651	206,876	201,943	203,394	195,775	205,463	202,637	201,932
Muskogee Turnpike										
Passenger	255,785	267,656	260,353	245,281	242,865	240,361	228,228	243,141	238,473	225,711
Commercial	39,091	40,316	39,760	38,471	29,813	28,963	28,699	29,559	28,093	31,346
Total	294,876	307,972	300,113	283,752	272,678	269,324	256,927	272,700	266,566	257,057
Cimarron Turnpike										
Passenger	143,046	144,280	141,341	135,738	129,921	126,763	120,531	127,426	130,191	122,092
Commercial	31,021	30,369	30,835	31,425	31,163	30,240	26,342	25,070	25,633	27,126
Total	174,067	174,649	172,176	167,163	161,084	157,003	146,873	152,496	155,824	149,218
John Kilpatrick Turnpike										
Passenger	324,885	322,702	301,964	276,294	249,628	247,880	242,998	247,779	244,941	237,203
Commercial	13,610	12,660	12,723	11,425	9,778	10,448	9,968	9,137	9,309	10,890
Total	338,495	335,362	314,687	287,719	259,406	258,328	252,966	256,916	254,250	248,093
Cherokee Turnpike										
Passenger	82,105	83,678	79,127	73,447	70,971	70,306	68,269	74,677	75,486	72,522
Commercial	12,863	13,004	12,587	12,166	11,720	11,724	11,639	11,651	11,924	12,733
Total	94,968	96,682	91,714	85,613	82,691	82,030	79,908	86,328	87,410	85,255
Chickasaw Turnpike										
Passenger	17,052	15,448	14,592	13,641	12,967	12,506	12,293	12,762	12,955	12,549
Commercial	2,851	4,024	3,727	4,120	3,670	3,437	3,287	3,245	2,628	2,578
Total	19,903	19,472	18,319	17,761	16,637	15,943	15,580	16,007	15,583	15,127
Creek Turnpike										
Passenger	292,723	280,208	268,935	255,112	237,910	246,231	248,216	261,342	245,394	236,389
Commercial	11,990	10,220	10,083	10,307	10,089	10,116	11,211	11,831	9,825	10,578
Total	304,713	290,428	279,018	265,419	247,999	256,347	259,427	273,173	255,219	246,967
Totals										
Passenger	2,951,538	2,967,864	2,832,091	2,692,151	2,567,175	2,568,361	2,510,811	2,692,359	2,666,308	2,546,174
Commercial	634,504	616,174	611,506	606,637	570,352	568,291	550,233	549,614	531,456	585,609
Total Mileage	3,586,042	3,584,038	3,443,597	3,298,788	3,137,527	3,136,652	3,061,044	3,241,973	3,197,764	3,131,783

Mileage by Type, Last Ten Fiscal Years (Presented in Thousands of Miles)





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A large red crane stands on a dirt embankment to the left of a multi-lane highway. The highway is filled with traffic, including a white SUV, a black pickup truck, a white semi-truck, a yellow semi-truck, and several cars. In the background, there are hills with trees showing autumn colors. The sky is clear and blue.

OKLAHOMA TURNPIKE AUTHORITY

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